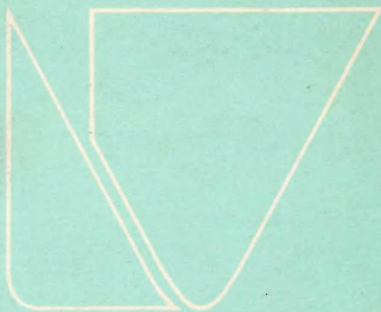


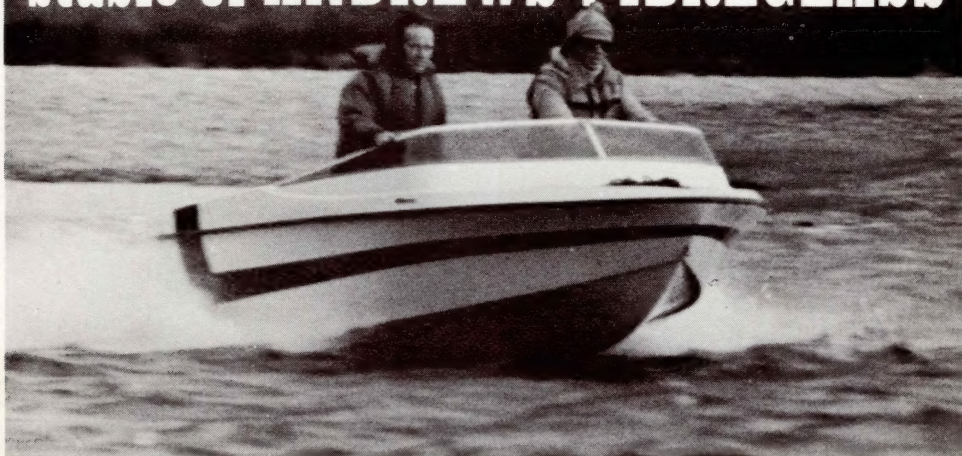
JET BOATING NOVEMBER 1977

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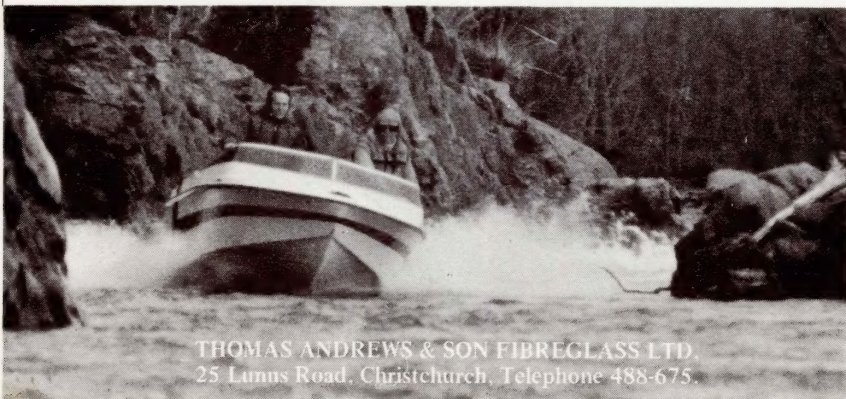
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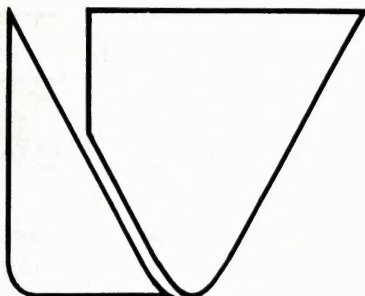


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Cover Picture: John Heslop, of Christchurch, who won the 1977 Citizen Watch Marathon in September. Heslop's win closely followed his success in the Canadian Smoky River race in July. (A fully illustrated report on this year's Citizen event runs from Pages 20 to 60.)

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Preserving New Zealand's rivers

In a steadily mounting concern for the environment, New Zealanders, perhaps inevitably, see the protection of forest, coastline and mountain as the priorities. Relatively few have yet come to recognise that what remains of the country's wild, pure rivers is an equally priceless legacy. It is one which we have been all too ready to squander.

So many rivers are not what they used to be, and a few have been reduced to chronic pollution, or spoliation in other forms, from which any sort of recovery would require years of unremitting effort and an expenditure of millions. Yet the country is young enough for perhaps a majority of New Zealanders to remember their land as a place of glorious rivers, ranging from the deep, rolling calm of the lower Waikato to the rush of wild water in the foothills of the Alps or the rash of tortured channels that carve up the shingled river beds of the Canterbury Plains.

Each New Zealand river is different; each has its distinct character to be feared, or admired, or loved, or endured in any combination of those terms. Sometimes, as with author Mona Anderson's high country years above the Rakaia Gorge, a river can rule a lifetime.

Rivers have a rare capacity for renewal and replenishment, and an almost infinite patience to resist the worst that man can do to them. But there are limits to that endurance in surviving a century's demands to supply water in abundance, remove waste and sewage

River regulations changed in Queenstown area

Jet boaters intending to boat in the Queenstown area should be aware of the following change in river regulations.

Navigation through the Kawarau Falls flood-control gates: The principal regulations are hereby amended by revoking Regulation 3 and substituting the following regulation:

A: Vessels proceeding downstream shall be navigated through the second arch of the control gates from the western bank.

B: Vessels proceeding upstream shall be navigated through the sixth arch of the control gates from the western bank.

Navigation in the Shotover River: Except with the prior consent in writing of the harbourmaster, no person shall navigate any vessel on any part of the Shotover River between the landing places known as Tucker Beach and Edith Cavel Bridge.

This editorial, which appeared in "The New Zealand Herald" on September 3, reinforces the anxiety already expressed by the Association over the future of our rivers. Every member should heed the message.

from the cities and towns, drain the cleared farm lands and somehow carry away the eroded soil, generate power through ladders of dams, irrigate parched summer farms—and still contrive to flow fresh and clear through aquatic playgrounds to a union with the sea.

New Zealanders need not venture far to take the measure of what is happening, or of the worse that remains in prospect for the next few decades. In the United States, where comparable trends have caused anxiety, Congress in 1968 enacted a Wild and Scenic Rivers Act which gave the inspiration and the money for eight rivers to be declared as "possessing outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historical, cultural or other similar values." Today the list has grown to 19 American rivers, or sections of them, under protection. More will follow.

The New Zealand environmental programme could be greatly strengthened by a comparable approach. In recent years—and the Waiau River of Canterbury supplies an example—sufficient voices have at times been raised to achieve a degree of compromise between exploitation and protection. But it is none too soon for New Zealand to take careful stock of what really is left of a glorious river heritage and then to formulate sound, practical plans for balancing the demands of development against the responsibilities of conservation.

The end of the century will certainly be too late to do so.

Government abandons registration proposal; agrees club control better

The Government has decided not to introduce a scheme for the registration/identification of power-driven pleasure boats because of the difficulty in ensuring the compliance of all boat owners and because the disadvantages would outweigh the over-all benefits.

This explanation has been given to the Association by the Secretary for Trans-

port in a letter dated 5 September, 1977.

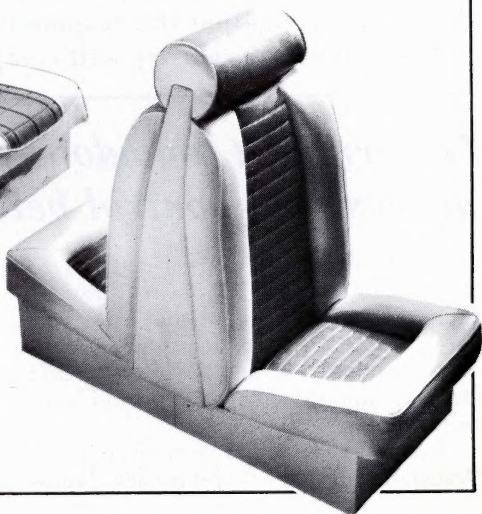
"The Government's policy is that pleasure boating is an activity which is best organised and controlled by clubs, with this Ministry assisting with information and guidance, particularly through the Small Boat Safety Committee," the Secretary wrote.



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Rally '77



John Roberts wins Hamilton Trophy with clear margin

Report and pictures by
Les Bloxham

A GOOD turn-out of 42 boats proved on October 22 that the Association's National Rally has lost none of its appeal, despite the increasing number of straight-out speed events and the steadily rising cost of fuel.

The rally also retained its traditional family day atmosphere with picnicking groups at the Gorge Bridge enjoying near perfect weather for this long established annual event for the C. W. F. Hamilton Trophy.

Unfortunately (particularly for some drivers) the Waimakariri was showing the effects of a nor'wester in the high country, and was not only rising during the day,

Father and son competing in the National Rally. Above, Geoff Miller beaches as his navigator, Doug Buchanan, leaps to gather another code letter in the cross-pole section. Does the broken handrail signify over-enthusiasm? Below, his father, Reg Miller, in Mustang III, with Graham McKenzie as navigator is seen competing in the nominated speed section.



but also dirty and difficult to read. This created problems for quite a number of competitors who were not used to navigating in such conditions.

Top honours of the day went to John Roberts in his J44, "Biddy". John



romped home with 909 points—62 ahead of the second place-getter, Bevan Tulett, and 81 ahead of Mike Bool, who was third.

For the wives of John and Bevan, the day was also a memorable one. Margaret Roberts, who crewed for John, received the best navigator's award, and Mary Lyn Tulett at the social in the evening was presented with the Lady Hamilton Trophy for her excellent performance in the women's rally a week earlier. (A

report of that event appears on Page 69).

This year's national rally followed a similar course to that set last year. After scrutineering and a briefing, the boats got away from the motorway bridges about 9 a.m. and searched for flags and codes for the first 25 miles.

These tasks, set by Guy Mannering, and the cross-river poles which were planted by Nev. Sutherland, really had the navigators working. Many could not be identified from the boats and the



TOP: Aquarius, driven by Graham Raxworthy, heads upstream towards the Gorge Bridge after completing the downstream tests.

Howard Smith pulls up in a flurry of spray at a marker pole as navigator Alan Milligan prepares to leap ashore.

LEFT: Peter Billbrough appears to be abandoning ship, but he is in fact about to make a cross-country dash to check on codes. Brian Walker is at the helm of Awa Mania.

“navvies”—true to their name—were leaping and bounding all over the riverbed to record each important code-letter.

At the end they all were supposed to spell out a message—something along the lines of “HAVE A NICE DAY ALSO”, but the typesetters (sorry, I mean course-setters) must have suffered a malfunction, for the message finally came through like a Post Office telegram—“HMAVEA-MICEDXYALSQ”.

However, all agreed it was rather fun attempting to decipher the message and determining the basic language used.

And so the boats continued to the Gorge Bridge where Bill Turner and Neil Hamilton were ready with stop watches and a tricky little slalom for drivers to negotiate before proceeding further upstream to Alister Scoble’s out-and-return.

On the way back downstream to the motorway bridges, competitors faced event six, Colin McCall’s nominated speed section, and the final for the day,

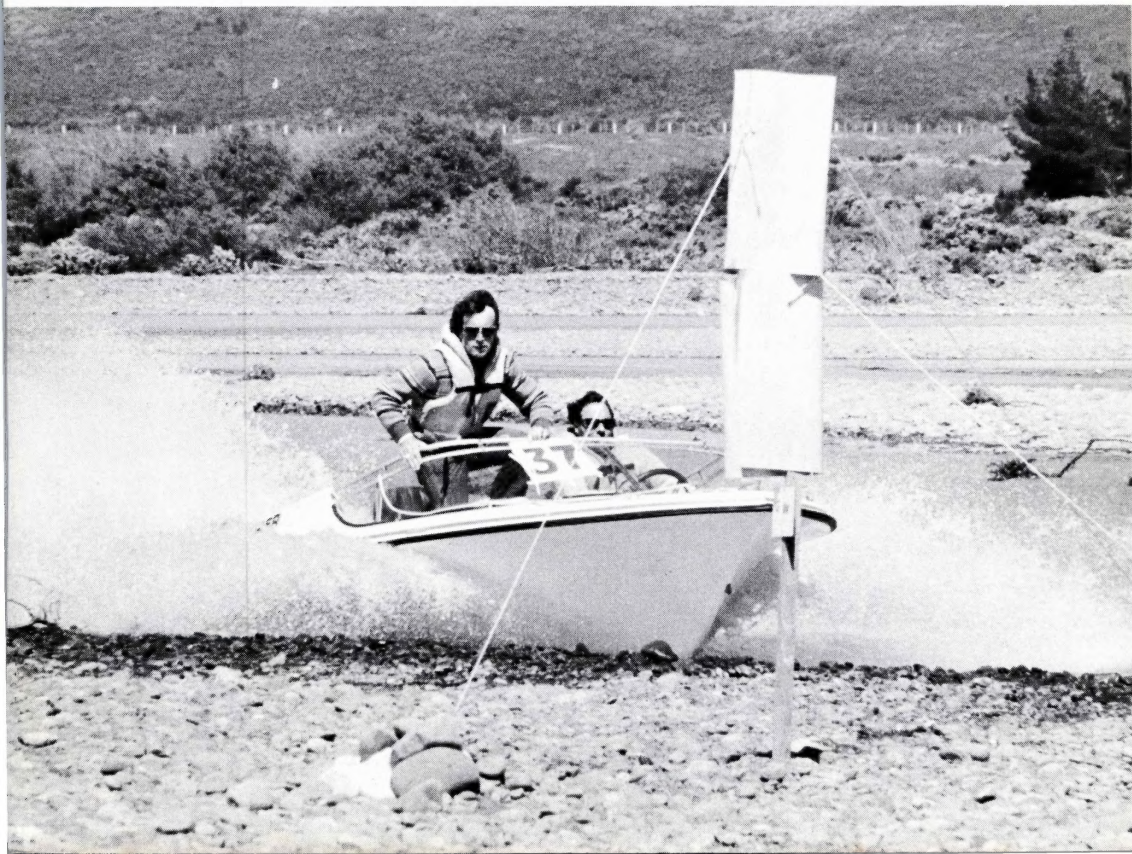
the giant slalom set by Barry Waterland.

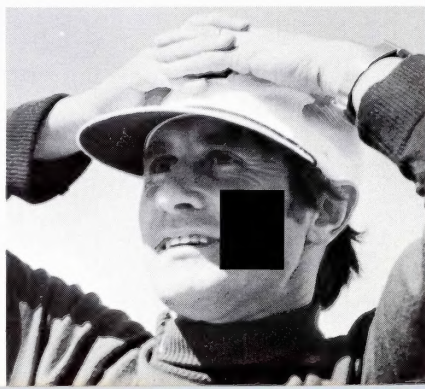
The slalom created a few problems for some boaters who found their units feeding on stones instead of water and there were few dry socks (or feet) around the

This coverage of the rally was made possible through the willingness of Peter Prestige to provide his boat and time. The editor appreciates his valuable assistance.

launching site when the boats were hauled from the river a short time later.

Trophies and special awards were distributed at a well attended social in the evening. In addition to the awards mentioned earlier in this report, the following were also made: Best prepared boat, Selwyn Paynter; hard-luck prize and first to break down, Merv Cox; highest placed boat from outside Canterbury, Tony Ellen (sixth with 808 points); Jet Services Trophy for team’s prize, Tony Ellen, Graham Raxworthy, and Ian Andrews.





PICTURES, TOP: David Morris (driving), Graham Stanley and David Williams on the look-out for code words on the out-and-return section above the Gorge Bridge; CENTRE: Coruba Rum's jet unit receives special attention on dry ground at the Gorge Bridge; BOTTOM LEFT: Timekeepers Neil Hamilton and Bill Turner clock in another competitor at the end of the upstream run at the Gorge Bridge; BOTTOM RIGHT: Scorekeeper Alan Bull watches progress of the rally.

NATIONAL RALLY FOR C.W.F. HAMILTON TROPHY 1977

Skipper	Scrutin- eering	Flags & Codes	Markers	Out & Return	Slalom	Nominated Speed	Giant Slalom	Total	Place
R. SKURR	40	0	0	0	28	38	—	106	—
G. CHANT	40	—	—	—	—	—	—	40	—
M. COX	40	—	—	—	—	—	—	40	—
M. BOOL	35	180	170	105	99	120	119	828	3rd
G. JENKINS	30	0	0	—	—	—	—	30	—
R. PAYTON	40	161	140	1	94	14	72	522	—
K. NIELSON	40	183	160	85	60	94	0	622	—
T. ELLEN	40	144	160	112	89	136	127	808	6th
B. TULETT	40	196	110	115	93	150	143	847	2nd
M. BARKER	35	175	0	113	80	—	—	331	—
B. WALKER	40	0	125	—	—	10	75	250	—
R. MILLER	40	172	200*	85	56	91	105	749	9th
G. RAXWORTHY	40	150	155	100	88	0	82	615	—
A. TOCHER	40	100	160	95	72	80	0	547	—
S. PAYNTER	40	0	145	66	55	147	78	531	—
B. DUFF	40	129	140	80	90	10	144	633	—
M. SHEPPARD	35	—	—	—	—	—	—	35	—
A. MEHRTENS	40	52	120	55	67	148	146	628	—
A. BUTTON	40	149	160	60	81	120	119	729	11th
N. SHEE	30	0	25	—	—	—	—	55	—
D. BANKS	40	168	134	105	93	130	149	819	4th
R. STOTHERS	40	0	15	16	17	100	0	188	—
C. DICKSON	35	101	100	58	68	124	138	624	—
G. FARRANT	35	0	160	45	80	84	154	558	—
R. HARRISON	35	194	190	100	99	107	90	815	5th
G. MILLER	40	161	0	95	92	91	145	624	—
B. THOMSON	40	92	170	109	79	70	153	713	12th
J. DAVIS	35	2	160	0	22	0	92	311	—
C. HANNAH	40	160	150	100	86	80	115	731	10th
C. NORTH	40	173	200	0	74	134	—	621	—
P. QUINN	40	0	0	0	—	—	—	40	—
C. WITHINGTON	40	—	—	—	—	—	—	40	—
I. SPARKS	35	68	160	90	83	140	93	669	—
P. TAYLOR	30	0	0	80	0	91	0	201	—
D. MORRIS	35	96	105	85	0	147	—	468	—
H. SMITH	35	104	195	105	92	121	147	789	8th
I. ANDREWS	35	144	140	110	100	104	160	793	7th
D. RYAN	40	112	135	0	67	140	55	549	—
T. ALLAN	40	—	—	—	—	—	—	40	—
W. MEREDITH	35	187	175	35	95	128	2	657	—
J. ROBERTS	40	193	200	120	94	104	158	909	1st
W. WATSON	35	47	120	10	17	40	0	269	—

* WON ON TIME

FACING PAGE: The Rally winner, John Roberts, with his wife/navigator Margaret, and the C. W. F. Hamilton Trophy.

RIGHT: Ian Andrews competing in one of his company's Colt models on the out-and-return section.

BELOW: The giant slalom course, which was set over shallow water about a mile upstream of the main motorway bridges, caused problems for many competitors. Brian Walker, one of the fortunate few who did not have difficulties, is shown on the turn. But the bottom picture was far more typical of the action.





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Four boats in search of the Pukaki Dam

By H. J. STEVENSON

AS A RESULT of hydro activities, we thought we had seen the last of the Pukaki and Tekapo rivers, but nature took a hand and 8000 cusecs have been flowing down the Pukaki to keep the turbines at Benmore turning.

The chance was too good to miss—having had two previous attempts to reach the Pukaki dam I felt the third time could be lucky. Sunday September 25 saw four boats being launched at the Ohau river-mouth in rather cold, southerly conditions with white caps on the lake and snow showers round the hills.

With the wind behind us we set off—Garth Rasmussen, J30 Mark II; Thorny and Nicky Shearer, Jetsetter; Donald Taylor, Binnie; and Andrew Platts and Harry Stevenson, J30.

There was so much water, the spread-out lower reaches were smooth with not a

rock in sight. The Chimney rapid was where the action started, with a bang!

We guessed there would be spectacular pressure waves with 3–4000 cusecs more than the old river usually carried and we were not disappointed. Usually, the struggle was over fast, white-water chop and around plenty of half submerged boulders, but this time it was a flat-out struggle against 200 yards of seething waves coming at one from all directions.

Only the very largest rocks were visible. The speed of the river was terrific and it was hard to make effective headway.

However after conquering that rapid, we were soon into the next which I knew contained bad crossflows and some very big dangerous rocks at both ends.

Just above the top, were two large standing waves which had to be taken

Andrew Platts, Harry Stevenson and “Thorny” Shearer (right) give Garth Rasmussen an attentive hearing as he recalls “how easy” it all was.



straight and where any momentary loss of control wouldn't be much fun. Garth took on the true left side and got through with more ease. Then we were round the corner to view the Waterfall—the objective of the trip.

Well it wasn't there! Either washed away or completely submerged under towering waves.

The only possible line of approach appeared to be up and in under a vertical rock standing 6 ft above the general level

(with about 2 ft of water coming over its top) then round to the left and up a steep shute.

Garth went first, arrived under the rock, and then disappeared in a big vortex hole unseen from below.

After a few breathless moments he reappeared and clawed his way up and over the lip. I went next, followed by Donald Taylor. The hole looked horrific. Luckily I didn't slide into it and, with the old Falcon 170 doing maximum revs and the



Above the Chimney Rapid in the Pukaki River. The large rock, seen just to the right of the leading boat (above) usually stands clear of the water. Donald Taylor is driving the boat (right).

adrenalin flowing freely, we reached calmer water.

Thorny must have arrived at the wrong moment. He hovered on the sill for what seemed ages then gently slipped back out of sight—Hell! However, he suddenly appeared on the other side of the rock

and, with a lucky break, was up and over. A pause in a quiet spot to compare notes was called for.

Round the next bend we found, bank to bank, one of the roughest, fastest, and most turbulent stretches of about 300 yards. After fighting through this we looked back to see Donald, high (but not dry), on the bank about half way up the rapid. He waved happily so, after a discussion, Garth went back while Thorny and I pressed on to the dam. On returning

they were discussing "this and that" a boat floated past. Garth thought it looked like his, tho', funny thing, his rope was still securely fastened to a shrub! (This situation not being new to Garth—he has been persuaded to take a crash course with the local scout troop on knot-tying.)

They both did a rapid sprint down-valley, hoping the boat would drift close to shore—but no luck. Round the bend it went. They had a great view of the boat going, blunt-end first, over the afor-



we were surprised to find no sign of the other two—they were a couple of miles down the river furiously pumping their boats out!

It appeared that Garth, on going back made a very difficult turn round in the rapid and tied up above Donald. While

mentioned big rock and disappearing down into the large vortex hole!

Well, Garth was having kittens, wondering whether the insurance would cover the cost of a Lazy-Boy chair, when suddenly the boat shot out and continued downstream amongst the big waves. They



Last boat at Pukaki Dam? River Rover reaches its goal.

dashed back for Donald's boat and started chasing, rather suddenly down river with Garth shouting "Faster! Faster!!"

As for Donald, his trouble started with a painful pause on top of a big wave before nose-diving into the next one which smashed his windshield and half-filled the boat. The engine began sputtering, so he wisely ran up the bank.

Greatly to their relief, they caught up with J30 Mark II wallowing low in the water (as the saying goes "Hamilton's make uncommonly good B—ts"). Pulling alongside, Garth leapt on to his deck but misjudged the distance, slipped, and shot over into 6 ft of water on the other side. However he managed to struggle aboard.

There was too much water to start the motor, so Donald pushed him closer to the shore where Garth took a flying leap

with the rope, executed several running steps in mid-air, went in up to his chest, but managed to make the bank and hold the boat.

When we arrived alongside them, it was decided not to make a pause for lunch as all except those in the old J30 were wet through and a rapid return to the launch site for dry clothes and lunch was unanimously called for.

Our boating times give some indication of the speed of the river—1¼ hours up; 35 minutes back.

Donald is taking legal advice about salvage rights while Garth is starting the "Rasmussen Club", open to any boater, being a financial member of N.Z.J.B.A. who has lost and regained and saved his boat. Apply in the first instance to 31 Simon Street, Twizel.

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Vandals damage boaters' vehicles

By JILL NEEDHAM

JET boaters who boat the Whakatane River, or who anticipate boating the Whakatane River, please make sure you have a goodly supply of humour.

You see, you may come back to your launching site feeling good with the world to find your trailer has been pushed over a 40 ft bluff into the river.

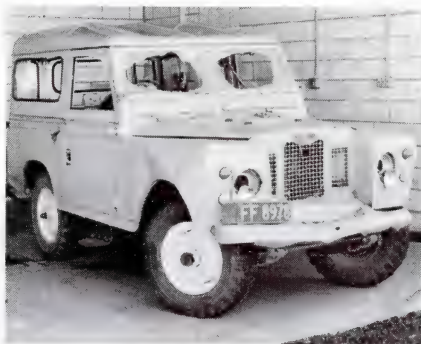
Your vehicle may be in the river, too, with every panel dented and all windows smashed. (We have large rocks in our river bed which make mighty missiles!)

There is also a chance that your towing machine will have been set on fire—and that makes one hell of a mess!

You see, the “locals” don’t like the great white hunters, especially if they own jet boats, and they go out of their way to make this fact known.

They have been breaking windscreens, snapping aerials and slashing the odd tyre for years, but as the photographs show, this time they did \$15000 worth of damage.

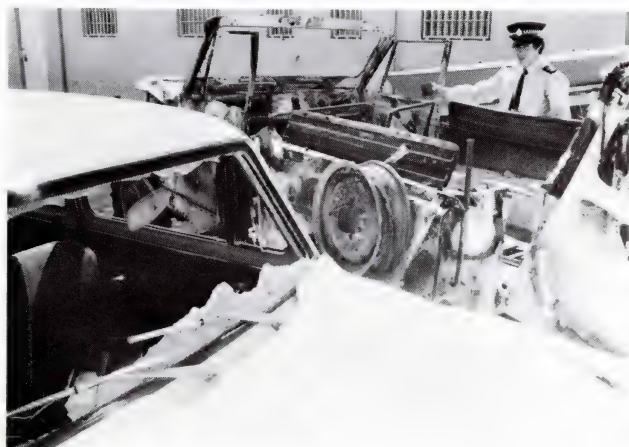
If, at this stage you find yourself getting hot under the collar, worked up,



infuriated, or turning nasty—even feeling you could cut up rough—keep smiling!! Your insurance company will pay up.

Maybe you could borrow a car or tractor belonging to the “locals” so as not to be inconvenienced by not having a set of wheels. (I think that may be against the law, though!)

Come on smile!! We, as taxpayers, will probably be keeping them in the cooler for the next few months, but I’m sure they will have shown their mates how to carry on the good work while they are away!



The pictures show the three badly damaged vehicles. The Landrover (top) and the Anglia (foreground, at left) had their windows smashed before they were pushed into the Whakatane River close to where they were left while their owners were on a jet-boat/hunting trip upstream. The Nissan (left) was driven about 500 metres before it was overturned and set on fire.

PHOTOS: “WHAKATANE BEACON”

Marathon in



First stage of the
1977 Citizen Watch
Marathon. Boats in
the CRC class set off
along the Ruamahanga River.



the rain

Report: Nick Tolerton

Pictures: Guy Mannering

He came home on a wing and a prayer on the final day's run, but there could be no argument over the merit of John Heslop's win in Union





Travel Jet in the second Citizen Watch jet boat marathon in September.

Heslop, who had Paul Kirk and Graeme Nairn of Christchurch crewing for him, demonstrated a superior combination of reliability and overall boat speed and boat handling.

His average speed for the 400 km marathon was 91.18 km/h, and he finished 56 min 12 sec ahead of Selwyn and Richmond Paynter (Christchurch) in Hornet 3, which was second over-all throughout the South Island part of the event.

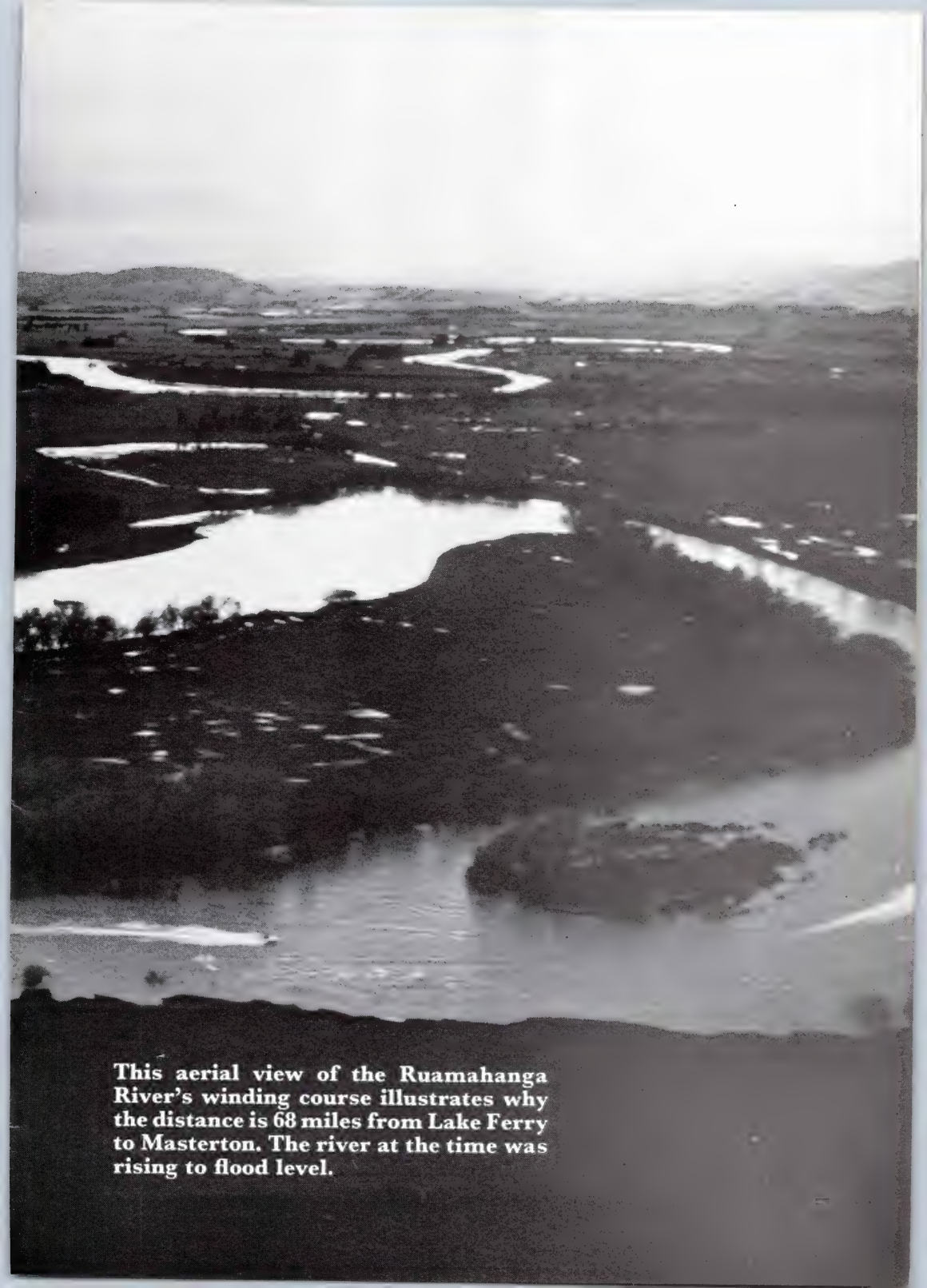
Heslop's time was 10 hr 12 min 12 sec, while the Paynters completed the race in 11 hr 8 min 24 sec. Alan Johnson and Bruce Slater (Featherston), in Miss Kiwi, were third with a time of 12 hr 19 min 18 sec, and proved to be the most durable of the several crews in contention for this place.

Citizen Race '77 was every bit as arduous an assignment for the more than 50 crews taking part as last year's inaugural race. Significantly, no entrant in the four classes has won twice.

While the North Island rivers were flooded, the South Island water

Like war-time pilots preparing to scramble, crews gather in dismal conditions for the Ruamahanga briefing, the first of many during the gruelling days of competition ahead.



An aerial, black and white photograph showing a wide, winding river system. The river flows from the upper left towards the lower right, with numerous meanders and oxbow-like curves. The surrounding landscape is dark and textured, possibly forested or scrubby, with some lighter patches that could be fields or cleared areas. In the far distance, a range of hills or mountains is visible under a pale, overcast sky. The overall impression is one of a vast, natural landscape during a period of high water.

This aerial view of the Ruamahanga River's winding course illustrates why the distance is 68 miles from Lake Ferry to Masterton. The river at the time was rising to flood level.

levels were generally lower than last year, particularly on the West Coast. As a result some of these legs severely punished the Champion Spark Plugs A class and Odlins B class boats.

Less than half the starters in these classes for the South Island finished. This table tells the story:

Class:	North:		South:	
	start	finish	start	finish
Champion	14	12	13	6
Odlins	13	12	14	6
Air Export	10	10	8	5
CRC	15	15	15	12
	<u>52</u>	<u>49</u>	<u>50</u>	<u>29</u>

Last year some officials and drivers claimed there was a surfeit of 100 km/h boats with 50 km/h brains at the wheel, and the toll of trouble this time indicated that too many were again driving with their feet instead of their heads.

Not that any competitor seemed ready to contradict the event's billing as the toughest of its kind in the world. If anybody doubts there is a difference between boating a river for pleasure and boating it to beat the clock, the Citizen drivers would dispel the idea.

Even Heslop did not come through



John Heslop, in Union Travel Jet, the eventual over-all winner, was an early leader. He is shown setting the pace—but completely dwarfed—in this willow-fringed section of the Ruamahanga River. The picture was taken upstream of the Gladstone Bridge.

FACING PAGE, TOP: Alan Johnson's Miss Kiwi cuts a swathe on the Ruamahanga on the first day when he took second position in the champion class only 26 seconds behind Heslop.

BOTTOM: Max McKenzie's Tulloch Ard negotiating the Ruamahanga willows. He was third in the Odlins class for this particular stage.



CHAMPION CLASS

Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
26	S. PAYNTER	8:30 am	9:30:26	1:0:26	1:0:26	7
75	D.C. JOHNSTON	8:30 "	9:39:49	1:09:49	1:09:49	10
22	J. LOONEY	8:30 "	9:34:55	1:04:55	1:04:55	8
880	J. HESLOP	8:30 "	9:25:51	0:55:51	0:55:51	1
316	A. JOHNSON	8:30 "	9:26:25	0:56:25	0:56:25	2
350	P. PHILLIPS	8:30 "	9:48:59	1:18:59	1:18:59	13
99	H. SMITH	8:30 "	9:53:34	1:23:34	1:23:34	14
69	J. WILSON	8:30 "	9:41:63	1:12:03	1:12:03	11
15	T. WARD	8:30 "	9:35:0	1:05:00	1:05:00	9
29	J. BUTTERFIELD	8:30 "	9:30:12	1:0:12	1:0:12	5
65	R. REGAN	8:30 "	9:30:14	1:0:14	1:0:14	6
46	R. BENTON	8:30 "	9:44:25	1:14:25	1:14:25	12
999	N. SUTHERLAND	8:30 "	9:26:30	0:56:30	0:56:30	3
19	R. COLEMAN	8:30 "	9:29:50	0:59:50	0:59:50	4

STAGE 1: RUAMAHANGA RIVER

ODLINS CLASS

Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
47	D. MATTERSON	8:35 am	D.N.F.	Δ	2:25:47	11 "
14	M. MCKENZIE	8:35 "	9:45:43	1:10:43	1:10:43	3
24	W. MEREDITH	8:35 "	9:52:40	1:17:40	1:17:40	5
21	R. DUNCAN	8:35 "	10:30:47	1:55:47	1:55:47	10
36	B. HUNT	8:35 "	9:46:52	1:11:52	1:11:52	4
32	J. DORRINGTON	8:35 "	D.N.F.	Δ	2:25:47	11 "
71	K. EAGLE	8:35 "	9:41:32	1:06:32	1:06:32	1
37	E. STUCKEY	8:35 "	10:02:14	1:27:14	1:27:14	8
30	B. BURLING	8:35 "	10:09:26	1:34:26	1:34:26	9
76	N. JEFFRIES	8:35 "	D.N.F.	Δ	2:25:47	11 "
31	D. WEMYSS	8:35 "	9:45:27	1:10:27	1:10:27	2
53	M. YARDLEY	8:35 "	9:53:09	1:18:09	1:18:09	6
395	T. ALLAN	8:35 "	9:58:19	1:23:19	1:23:19	7

STAGE 1: RUAMAHANGA RIVER

AIR EXPORT CLASS

Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
3	R. KING	8:40 am	D.N.F.	—	—	9 =
27	S. PARSONS	8:40 "	10:00:13	1:20:13	1:20:13	2
44	R. HARRISON	8:40 "	10:02:18	1:22:18	1:22:18	3
45	G. RAXWORTHY	8:40 "	10:04:24	1:24:24	1:24:24	5
17	J. SINGLE	8:40 "	10:06:59	1:26:59	1:26:59	8
20	H. McLACHLAN	8:40 "	10:04:36	1:24:36	1:24:36	6
57	S. PLUNKETT	8:40 "	10:05:10	1:25:10	1:25:10	7
50	B. ROBERTS	8:40 "	9:58:56	1:18:56	1:18:56	1
28	A. TOD	8:40 "	D.N.F.	—	1:56:59	9 =
54	J. WILKIE	8:40 "	10:03:35	1:23:35	1:23:35	4

STAGE 1: RUAMAHANGA RIVER

CRC CLASS

Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
10	D. SIMMONS	8:45 am	10:11:27	1:26:27	1:26:27	4
5	D. RUSSELL	8:45 "	10:10:45	1:25:45	1:25:45	3
33	R. HARDIE	8:45 "	10:13:09	1:28:09	1:28:09	5
43	B. HARVEY	8:45 "	10:27:59	1:42:59	1:42:59	10
48	I. OPENSHAW	8:45 "	10:36:13	1:51:13	1:51:13	14
49	A. McPHEE	8:45 "	10:14:15	1:29:15	1:29:15	6
12	C. HANNAH	8:45 "	10:05:00	1:20:00	1:20:00	1
40	P. BAYENS	8:45 "	10:23:44	1:38:44	1:38:44	9
51	G. THOMSON	8:45 "	10:21:50	1:36:50	1:36:50	7
114	D. HAMILTON	8:45 "	10:22:02	1:37:02	1:37:02	8
4	G. MEAD	8:45 "	10:47:18	2:02:18	2:02:18	15
52	F. STEMPA	8:45 "	10:32:43	1:47:43	1:47:43	12
16	B. PEARCE	8:45 "	10:34:12	1:49:12	1:49:12	13
42	O. WOOD	8:45 "	10:10:35	1:25:35	1:25:35	2
25	G. NELSON	8:45 "	10:28:13	1:43:13	1:43:13	11

STAGE 1: RUAMAHANGA RIVER

Δ PENALTY TIME INCURRED





ABOVE: Merv Fitzgibbon, Allan Bull, and Doug Helliwell, surrounded by results sheets and a mass of figures in the timekeeper's caravan at Masterton.

BELOW: Heslop passing beneath the main highway bridge above the Manawatu Gorge on the second leg of the first day.

unscathed. He raced in the Hamilton 75 with the 454 Chev. turbo-charged engine in which he had also set the present national jet boat speed record of 133 km/h and won the Great Canadian Smoky River marathon this year.

Shipping delays in getting Union Travel Jet back from North America saw it in Masterton only the day before the first stage on the Ruamahanga River.

The boat's water-injection gear was fitted in haste there, and to the dismay of Kirk, the mechanic, the only trial they could get before the race was a rev-up at the duck pond in a local park, with the boat still on its trailer.



The thorough scrutineering, which tossed several items that passed muster in Canada, also provided some work for the crew before the marathon got under way.

But everything came up roses for Heslop when the race finally started. He recorded the fastest time on the Ruamahanga River and then the Manawatu River to finish the first day with a lead of 7 min 13 sec over Rod Regan and Colin McCall (Christchurch) in Mount Cook Airlines.

It was a lead Heslop was never to relinquish. He finished the North Island part of the race 41 min 40 sec ahead of Wanganui's Rod Coleman and Dave Russell in Mr Suzuki, a Piranha hull with a 495 Chev., but unfortunately this formidable competitor elected not to compete in the southern stages.

The next crew, the Paynters, were another 3 min 14 sec in arrears when the southern part started with the Waiau River run.

In the North Island, Heslop recorded fastest time on all but one stage—the Rangitikei River run, when Johnson was quicker by 24 sec.

In the South Island, with a lead that looked impossible to destroy, he had little incentive to flog the boat, and was fastest on only the Buller



Faces at the Manawatu briefing. TOP: The race co-ordinator, Jim Stanley, briefs the field; Don Johnstone (Bullshift) with Ian Morrison (his car driver). BOTTOM: Doug Russell, driver of Rapid Hunter, looks more than a little apprehensive about the task ahead.



LEFT: Boats on their way through the upper reaches of the Manawatu Gorge, on either side of which the road and railway provided ideal vantage points for the spectators.

BELOW: J. Looney tackles the White Horse Rapids in the gorge. The high flow in the river drowned the rapids and created large pressure waves.



River, Lake Brunner, and Waimakariri-sea coast-estuary legs.

The Paynters did the Waiau leg in a time 1 min 23 sec faster, while Johnson, Paynter, and Regan were quicker on the Taramakau.

No one could blame Heslop or anyone else for not rushing things on the Taramakau, for this stage brought more boats to grief than any other.

The stage had to be shortened

because of a lack of water in the upper reaches. Big rocks and narrow chutes made it a test of skill, and it was run in appropriately funereal conditions for the hopes of several crews—a low black sky and incessant rain.

Heslop's skills had made the run sweetness and light so far—but on the Taramakau the complexion of the race changed for him.

Union Travel Jet was hauled out



with its keel region shredded by rocks. The problems multiplied on the Brunner run later that day. The engine was "missing" when they came off the lake. Presuming it was a plug, they changed it, but a check

on the compression showed that one cylinder was out.

The revs were kept down the next day on the long run from Mount White down the Waimak to Kairaki, and down the coast to the finish in



CHAMPION CLASS

Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
26	S. PAYNTER	2:36 am	3:08:17	32:17	1:32:43	3
75	D.C. JOHNSTON	2:37 "	3:16:21	39:21	1:49:10	7
22	J. LOONEY	2:38 "	3:13:14	35:14	1:40:09	6
880	J. HESLOP	2:30 "	2:59:20	29:20	1:25:11	1
316	A. JOHNSON	2:31 "	D.N.F.	Δ	2:36:49	13
350	P. PHILLIPS	2:46 "	3:17:58	31:58	1:50:57	9
99	H. SMITH	2:49 "	3:20:17	31:17	1:54:51	10
69	J. WILSON	2:41 "	3:18:26	37:26	1:49:29	8
15	T. WARD	2:39 "	3:13:09	34:09	1:39:09	5
29	J. BUTTERFIELD	D.N.S.	—	—	2:40:36	14
65	R. REGAN	2:35 "	3:07:10	32:10	1:32:24	2
46	R. BENTON	2:42 "	3:35:29	53:29	2:07:54	12
999	N. SUTHERLAND	2:32 "	3:42:24	1:10:24	2:06:54	11
19	R. COLEMAN	2:33 "	3:06:24	33:24	1:33:14	4

AIR EXPORT CLASS

Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
3	R. KING	3:06 pm	D.N.S.	—	3:20:36	10
27	S. PARSONS	2:52 "	3:34:12	42:12	2:02:25	2
44	R. HARRISON	2:57 "	3:36:50	39:50	2:02:08	1
45	G. RAXWORTHY	2:59 "	3:42:56	43:56	2:08:20	6
17	J. SINGLE	3:03 "	3:49:23	46:23	2:13:22	8
20	H. McLACHLAN	3:00 "	3:43:16	43:16	2:07:52	4
57	S. PLUNKETT	3:02 "	3:45:26	43:26	2:08:36	7
50	B. ROBERTS	2:51 "	3:39:33	48:33	2:07:29	3
28	A. TOD	3:22 "	4:15:37	53:37	2:50:36	9
54	J. WILKIE	2:58 "	3:42:35	44:35	2:08:10	5

Δ PENALTY TIME INCURRED

ODLINS CLASS

Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
47	D. MATTERSON	2:54 pm	3:31:33	37:33	3:03:20	11
14	M. MCKENZIE	2:44 "	3:20:28	36:28	1:47:11	2
24	W. MEREDITH	2:47 "	3:25:03	38:03	1:55:43	3
21	R. DUNCAN	3:17 "	4:05:31	48:31	2:44:18	9
36	B. HUNT	2:45 "	D.N.F.	Δ	2:40:12	10
32	J. DORRINGTON	D.N.S.	—	Δ	3:54:7	12 =
71	K. EAGLE	2:40 "	3:15:41	35:41	1:42:13	1
37	E. STUCKEY	2:53 "	3:35:55	42:55	2:10:09	7
30	B. BURLING	3:04 "	3:49:28	45:28	2:19:54	8
76	N. JEFFRIES	D.N.S.	—	Δ	3:54:7	12 =
31	D. WEMYSS	2:43 "	3:41:20	58:20	2:08:47	6
53	M. YARDLEY	2:45 "	3:28:30	40:30	1:58:39	4
395	T. ALLAN	2:50 "	3:32:32	42:32	2:05:51	5

CRC CLASS

Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
10	D. SIMMONS	3:09 pm	4:17:20	1:08:20	2:34:47	9
5	D. RUSSELL	3:08 "	3:54:39	46:39	2:12:24	3
33	R. HARDIE	3:10 "	3:54:52	44:52	2:13:01	4
43	B. HARVEY	3:15 "	4:02:35	47:35	2:30:34	7
48	I. OPENSHAW	3:20 "	4:12:03	52:03	2:43:16	13
49	A. McPHEE	3:11 "	4:19:08	1:08:08	2:37:23	12
12	C. HANNAH	3:01 "	3:43:14	42:14	2:02:14	1
40	P. BAYENS	3:14 "	4:03:26	49:26	2:28:10	6
51	G. THOMSON	3:12 "	D.N.F.	Δ	3:15:10	15
114	D. HAMILTON	3:13 "	4:00:41	47:41	2:24:43	5
4	G. MEAD	3:21 "	4:06:31	45:31	2:47:49	14
52	F. STEMPA	3:18 "	4:05:08	47:08	2:34:51	10
16	B. PEARCE	3:23 "	4:09:39	46:39	2:35:51	11
42	O. WOOD	3:05 "	3:50:16	45:16	2:10:51	2
25	G. NELSON	3:16 "	4:06:34	50:34	2:33:47	8

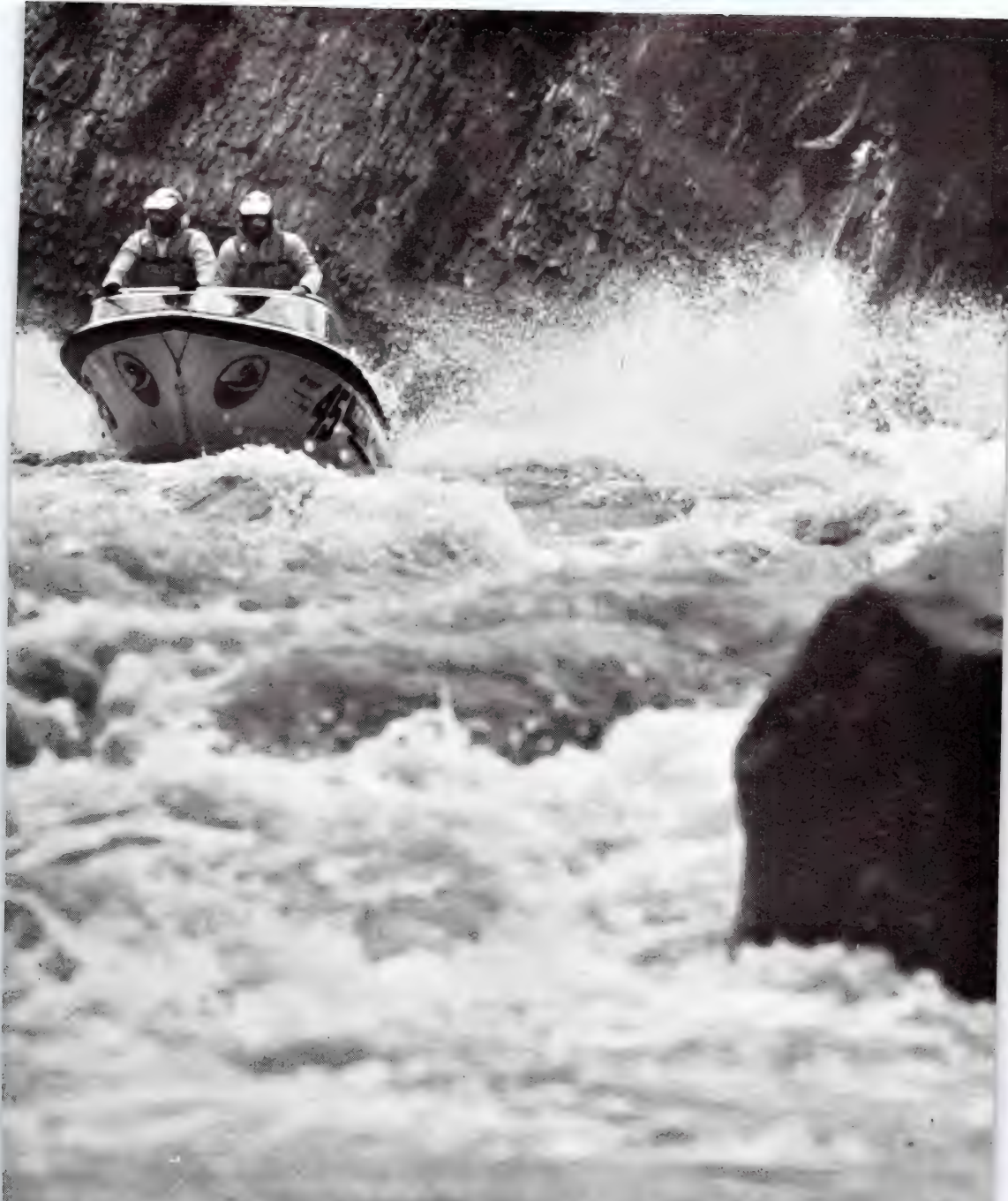


ABOVE LEFT: This boat got into difficulties before the start when it drifted powerless downstream. Fellow competitors prepare to throw the wallowing boat a line. The boat was towed back upstream and eventually made a successful start. RIGHT: Peter Phillips leads Howard Smith in the early stages of the Rangitikei leg near Utiku.

FACING PAGE: The briefing scene before the start of the Rangitikei stage on the second day.

HAVE YOU PAID YOUR SUBSCRIPTION YET?





Graham Raxworthy (Aquarius) in the seething Utiku Rapids of the Rangitikei River.





A study in light and shade as the boats pass through the lower Rangitikei Gorge near Vinegar Hill.



Don Johnstone's Bullshit clearly shows signs of wear and tear at the end of the Rangitikei stage. Big water earlier in the day resulted in the battered design along the steel boat's bow. FACING PAGE: Heading up the Wanganui past the peaceful village of Jerusalem.

CHAMPION CLASS

STAGE 3: RANGITIKEI RIVER

Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
26	S. PAYNTER	11.02 am	12:33:32	1:31:32	3:04:15	2
75	D.C. JOHNSTON	11.09 "	12:35:12	1:26:12	3:15:22	6
22	J. LOONEY	11.05 "	12:42:46	1:37:46	3:17:21	7
880	J. HESLOP	11.00 "	12:21:39	1:21:39	2:46:50	1
316	A. JOHNSON	11.43 "	1:04:15	1:21:15	3:58:04	12
350	P. PHILLIPS	11.11 "	12:33:06	1:22:06	3:13:03	4
99	H. SMITH	11.12 "	12:39:35	1:27:35	3:22:26	8
69	J. WILSON	11.10 "	12:50:33	1:40:33	3:30:02	9
15	T. WARD	11.04 "	12:39:39	1:35:39	3:14:48	5
29	J. BUTTERFIELD	—	—	—	—	—
65	R. REGAN	11.01 "	D.N.F.	Δ	4:13:57	11
46	R. BENTON	11.21 "	12:56:00	1:35:00	3:42:54	10
999	N. SUTHERLAND	11.18 "	D.N.F.	Δ	4:47:27	13
19	R. COLEMAN	11.03 "	12:35:04	1:32:04	3:05:18	3

AIR EXPORT CLASS

STAGE 3: RANGITIKEI RIVER

Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
3	R. KING	11.46 am	1:13:42	1:27:42	4:48:18	10
27	S. PARSONS	11.16 "	1:41:06	2:25:06	4:27:31	8
44	R. HARRISON	11.14 "	12:51:02	1:37:02	3:39:10	1
45	G. RAXWORTHY	11.23 "	1:06:10	1:43:10	3:51:30	4
17	J. SINGLE	11.29 "	1:21:16	1:52:16	4:05:38	7
20	H. McLACHLAN	11.20 "	1:04:04	1:44:04	3:51:56	5
57	S. PLUNKETT	11.24 "	1:01:23	1:37:23	3:45:59	2
50	B. ROBERTS	11.19 "	1:14:56	1:55:56	4:03:25	6
28	A. TOD	11.45 "	1:28:24	1:43:24	5:04:00	9
54	J. WILKIE	11.22 "	1:05:03	1:43:03	3:51:13	3

ODLINS CLASS

STAGE 3: RANGITIKEI RIVER

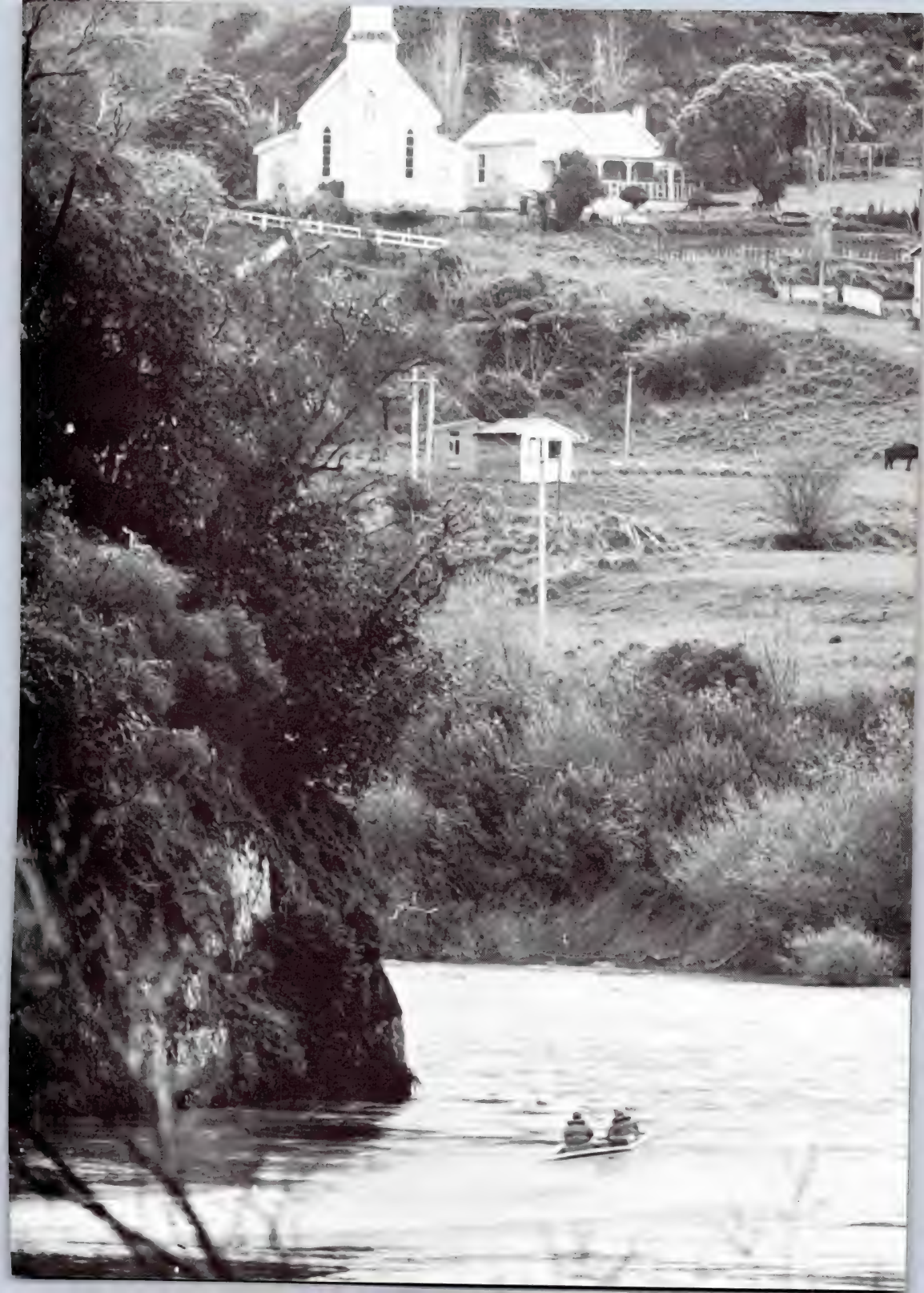
Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
47	D. MATTERSON	11.47 am	1:23:38	1:36:38	4:39:58	10
14	M. MCKENZIE	11.07 "	D.N.F.	Δ	4:36:11	9
24	W. MEREDITH	11.08 "	12:40:28	1:32:28	3:28:11	1
21	R. DUNCAN	11.41 "	1:30:00	1:49:00	4:33:18	7
36	B. HUNT	11.44 "	1:20:20	1:36:20	4:16:32	8
32	J. DORRINGTON	11.49 "	2:04:13	2:49:00	6:43:07	12
71	K. EAGLE	11.06 "	12:54:01	1:48:01	3:30:14	2
37	E. STUCKEY	11.31 "	1:06:37	1:35:37	3:45:46	4
30	B. BURLING	11.30 "	1:07:36	1:37:36	3:57:30	6
76	N. JEFFRIES	—	—	—	—	—
31	D. WEMYSS	11.25 "	1:57:43	2:49:00	4:57:47	10
53	M. YARDLEY	11.13 "	12:55:33	1:42:33	3:41:12	3
395	T. ALLAN	11.17 "	12:58:59	1:41:59	3:47:50	5

CRC CLASS

STAGE 3: RANGITIKEI RIVER

Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
10	D. SIMMONS	11.36 am	1:18:40	1:42:40	4:17:27	6
5	D. RUSSELL	11.27 "	1:06:28	1:39:28	3:51:52	2
33	R. HARDIE	11.28 "	1:08:20	1:40:20	3:53:31	3
43	B. HARVEY	11.34 "	1:27:39	1:53:39	4:24:13	8
48	I. OPENSHAW	11.40 "	D.N.F.	Δ	6:14:01	15
49	A. McPHEE	11.38 "	1:37:17	1:59:17	4:36:40	11
12	C. HANNAH	11.15 "	1:03:16	1:48:16	3:50:30	1
40	P. BAYENS	11.33 "	2:03:45	2:30:45	4:58:55	13
51	G. THOMSON	11.48 "	1:38:23	1:50:23	5:05:33	14
114	D. HAMILTON	11.32 "	1:18:14	1:46:14	4:10:57	5
4	G. MEAD	11.42 "	1:24:27	1:42:47	4:30:36	10
56	F. STEMPE	11.37 "	1:22:59	1:45:59	4:20:50	7
16	B. PEARCE	11.39 "	1:39:51	2:00:51	4:36:42	12
42	O. WOOD	11.26 "	1:09:34	1:43:34	3:54:25	4
25	G. NELSON	11.35 "	1:29:23	1:54:23	4:28:10	9

Δ PENALTY TIME INCURRED



the Estuary. Surprisingly, their time was the fastest, even though the A class fleet was a very reduced one by this stage.

"I'm glad it's over now, the state the boat's in," said Heslop, at Redcliffs where the boats were hauled out after seven days of competition. "If the top had dropped off that valve it would have been all over. We held the revs to about 3500-4000 all the way today."

The Paynters, fourth in A class and eleventh over-all last year, could take considerable pride in finishing runners-up.

They drove perhaps the most perfect race of all, although Selwyn Paynter, at 25, was one of the youngest drivers in the fleet.

Their only misadventure came when Hornet was being launched for the Rangitikei leg. With the water swollen and dirty they backed on to a stone and broke off one deflector. Just enough time was up their sleeves for them to get the boat back



CRC class competitor B. Harvey passes through a section of the Wanganui Gorge on his way to Taumarunui.



CHAMPION CLASS						STAGE 4: WANGANUI RIVER					
Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place					
26	S. PAYNTER	10.30 am	1:15-10	2:45-10	5:49-25	3					
75	D.C. JOHNSTON	10.30 "	D.N.F.	Δ	7:18-04	10					
22	J. LOONEY	10.30 "	1:21-40	2:51-40	6:09-01	5					
880	J. HESLOP	10.30 "	12:48-16	2:18-16	5:04-31	1					
316	A. JOHNSON	10.30 "	12:57-22	2:27-22	6:25-26	7					
350	P. PHILLIPS	10.30 "	1:21-15	2:51-15	6:04-18	4					
99	H. SMITH	10.30 "	1:26-05	2:56-05	6:18-31	6					
69	J. WILSON	10.30 "	D.N.F.	Δ	7:32-44	11					
15	T. WARD	10.30 "	D.N.F.	Δ	7:17-30	9					
29	J. BUTTERFIELD	—	—	—	—	—					
65	R. REGAN	10.30 "	D.N.F.	Δ	8:16-39	12					
46	R. BENTON	10.30 "	1:32-42	3:02-42	6:44-54	8					
999	N. SUTHERLAND	10.30 "	D.N.S.	—	—	—					
19	R. COLEMAN	10.30 "	1:10-53	2:40-53	5:46-11	2					

AIR EXPORT CLASS						STAGE 4: WANGANUI RIVER					
Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place					
3	R. KING	10.10 am	1:10-43	3:00-43	7:49-01	6					
27	S. PARSONS	10.10 "	2:30-57	4:20-57	8:48-28	8					
44	R. HARRISON	10.10 "	1:34-39	3:24-39	7:03-49	1					
45	G. RAXWORTHY	10.10 "	2:09-47	3:59-47	7:51-17	7					
17	J. SINGLE	10.10 "	3:30-57	5:20-57	9:26-35	9					
20	H. McLACHLAN	10.10 "	1:24-57	3:14-57	7:06-53	2					
57	S. PLUNKETT	10.10 "	1:58-25	3:48-25	7:34-24	4					
50	B. ROBERTS	10.10 "	1:31-41	3:21-41	7:25-06	3					
28	A. TOD	10.10 "	3:30-57	5:20-57	10:24-57	10					
54	J. WILKIE	10.10 "	2:04-32	3:54-32	7:45-45	5					

ODLINS CLASS						STAGE 4: WANGANUI RIVER					
Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place					
47	D. MATTERSON	10.20 am	1:19-28	2:59-28	7:39-16	7					
14	M. McKENZIE	10.20 "	D.N.F.	Δ	9:23-30	10					
24	W. MEREDITH	10.20 "	1:26-05	3:06-28	6:34-39	1					
21	R. DUNCAN	10.20 "	D.N.F.	Δ	9:20-37	9					
36	B. HUNT	10.20 "	1:19-53	2:59-53	7:16-25	3					
32	J. DORRINGTON	10.20 "	D.N.F.	Δ	11:30-26	12					
71	K. EAGLE	10.20 "	1:27-57	3:07-57	6:38-11	2					
37	E. STUCKEY	10.20 "	2:04-13	3:44-13	7:29-59	6					
30	B. BURLING	10.20 "	1:51-49	3:31-49	7:29-19	5					
76	N. JEFFRIES	—	—	—	—	—					
31	D. WEMYSS	10.20 "	D.N.F.	Δ	9:45-06	11					
53	M. YARDLEY	10.20 "	2:07-19	3:47-19	7:28-31	4					
395	T. ALLAN	10.20 "	D.N.F.	Δ	8:35-09	8					

CRC CLASS						STAGE 4: WANGANUI RIVER					
Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place					
10	D. SIMMONS	10.00 am	1:33-24	3:33-24	7:50-51	5					
5	D. RUSSELL	10.00 "	1:32-46	3:32-46	7:27-38	2					
33	R. HARDIE	10.00 "	1:43-13	3:43-13	7:36-44	4					
43	B. HARVEY	10.00 "	2:02-04	4:02-04	8:26-17	8					
48	I. OPENSHAW	10.00 "	D.N.F.	Δ	11:50-10	15					
49	A. McPHEE	10.00 "	D.N.F.	Δ	10:12-49	13					
12	C. HANNAH	10.00 "	1:24-01	3:24-01	7:14-31	1					
40	P. BAYENS	10.00 "	D.N.F.	Δ	10:35-04	14					
51	G. THOMSON	10.00 "	1:58-26	3:58-26	9:03-59	11					
114	D. HAMILTON	10.00 "	2:08-11	4:08-11	8:19-08	7					
4	G. MEAD	10.00 "	2:19-01	4:19-01	8:49-37	10					
52	F. STEMPE	10.00 "	1:44-46	3:44-46	8:05-36	6					
16	B. PEARCE	10.00 "	1:56-46	3:56-46	8:33-28	9					
42	O. WOOD	10.00 "	1:35-11	3:35-11	7:29-36	3					
25	G. NELSON	10.00 "	2:36-09	4:36-09	9:04-19	12					

Δ PENALTY TIME INCURRED

Doug Russell, of Christchurch, leaves a veil of flying spray as he speeds towards Taumarunui on the Wanganui River. Competing in the CRC class, Russell made good time on the Wanganui covering the distance in 3 hrs 32 mins 46 sec to take second place, eight minutes behind Colin Hannah. Both fought for the top placing over the following days, but Russell clinched the over-all placing in the final tally.







*Facing the challenge; braving the elements. Ron King heads *The Ugly* into driving rain on a rising Waiau. BELOW: They started in rain (left) and finished in snow. Alan Johnson relieved to be out of the river at Glen Wye.*







John Heslop on course to ultimate victory in his Jet 73.

CHAMPION CLASS

Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
26	S. PAYNTER	10.31 am	11:42-16	1-11-16	—	1
75	D. JOHNSTON	10.40 "	12:34-51	1-54-51	—	7
22	J. LOONEY	10.33 "	1:54-22	3:22-22	—	10 =
880	J. HESLOP	10.30 "	11:42-39	1-12-39	—	2
316	A. JOHNSON	10.35 "	11:53-03	1-18-03	—	4
350	P. PHILLIPS	10.32 "	12:54-22	2:22-22	—	9
99	H. SMITH	10.34 "	11:55-28	1-21-28	—	6
89	J. WILSON	10.41 "	1:54-22	3:22-22	—	10 =
15	T. WARD	10.39 "	1:54-22	3:22-22	—	10 =
29	J. BUTTERFIELD	10.43 "	12:03-29	1-20-29	—	5
65	R. REGAN	10.42 "	11:55-49	1-13-49	—	3
46	R. BENTON	10.38 "	1:54-22	3:22-22	—	10 =
56	N. BAGRIE	10.44 "	12:42-24	1-58-24	—	8

AIR EXPORT CLASS

Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
3	R. KING	11.05 am	12:48-13	1-43-13	—	4
27	S. PARSONS	11.12 "	—	—	—	6
44	R. HARRISON	10.45 "	12:16-36	1-31-36	—	1
45	G. RAXWORTHY	11.07 "	12:46-19	1-39-19	—	3
17	J. SINGLE	11.13 "	D.N.S.	—	—	—
20	H. McLACHLAN	10.46 "	12:20-27	1-34-27	—	2
57	S. PLUNKETT	10.55 "	D.N.S.	—	—	—
50	B. ROBERTS	10.49 "	12:42-55	1-53-55	—	5

ODLINS CLASS

Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
47	D. MATTERSON	10.57 am	12:21-44	1-24-44	—	4
14	M. McKENZIE	11.00 "	12:24-11	1-24-11	—	3
24	W. MEREDITH	10.36 "	11:58-53	1-22-53	—	1
21	R. DUNCAN	10.59 "	12:58-48	1-59-48	—	9
36	B. HUNT	10.48 "	12-12-06	1-24-06	—	2
71	K. EAGLE	10.37 "	D.N.F.	3:27-37	—	11 =
37	E. STUCKEY	10.54 "	12-36-59	1-42-59	—	8
30	B. BURLING	10.52 "	1-07-37	2-15-37	—	10
76	N. JEFFRIES	11.03 "	12-37-30	1-34-30	—	6
31	D. WEMYSS	11.01 "	D.N.F.	3:27-37	—	11 =
53	M. YARDLEY	10.50 "	12-23-29	1-33-29	—	5
395	T. ALLAN	10.58 "	12-37-49	1-39-49	—	7
18	L. BROWN	11.04 "	D.N.F.	3:27-37	—	11 =

CRC CLASS

Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
10	D. SIMMONS	11.06 am	12-50-00	1-44-00	—	3
5	D. RUSSELL	10.51 "	12-31-00	1-40-00	—	1
33	R. HARDIE	10.56 "	12-50-33	1-54-53	—	8
43	B. HARVEY	11.10 "	1-09-56	1-59-56	—	9
48	I. OPENSHAW	11.18 "	1-34-59	2-16-59	—	10
49	A. McPHEE	11.16 "	1-06-23	1-50-23	—	7
12	C. HANNAH	10.47 "	12-30-49	1-43-49	—	2
40	P. BAYENS	11.17 "	D.N.F.	3:23-55	—	12 =
51	G. THOMSON	11.15 "	D.N.F.	3:23-55	—	12 =
114	D. HAMILTON	11.09 "	12-54-10	1-45-10	—	4
4	G. MEAD	11.14 "	1-01-20	1-47-20	—	6
52	F. STEMPA	11.08 "	12-54-05	1-46-05	—	5
16	B. PEARCE	11.11 "	D.N.S.	3:23-55	—	12
42	O. WOOD	10.53 "	1-16-55	2-23-55	—	11
34	P. KIRBY	11.19 "	D.N.F.	3:23-55	—	—

MANNERING & ASSOCIATES made the pictures for
'Marathon in the Rain'.

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CHAMPION CLASS

Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
26	S. PAYNTER	9:00 am	9:39:30	39:30	1:50:46	3
		2:31 pm	3:07:46	36:46	2:27:32	3
75	D. JOHNSTON	9:00 am	9:43:44	43:44	2:38:35	6
		2:37 pm	3:15:06	38:06	3:16:41	6
22	J. LOONEY	9:00 am	9:42:15	42:15	4:04:37	10
		2:36 pm	3:12:28	36:28	4:41:05	10
880	J. HESLOP	9:00 am	9:36:48	36:48	1:49:27	1
		2:30 pm	3:04:25	34:25	2:23:52	1
316	A. JOHNSON	9:00 am	9:41:23	41:23	1:59:26	4
		2:33 pm	3:08:05	34:05	2:33:31	4
350	P. PHILLIPS	9:00 am	9:39:47	39:47	3:02:09	9
		2:33 pm	3:08:23	35:23	3:37:32	9
99	H. SMITH	9:00 am	10:0:08	1:00:08	2:21:36	8
		2:50 pm	D.N.S.	—	3:36:05	8
29	J. BUTTERFIELD	9:00 am	9:41:34	41:34	2:02:03	5
		2:35 pm	3:13:50	38:50	2:40:53	5
65	R. REGAN	9:00 am	9:39:39	39:39	1:53:28	2
		2:32 pm	3:05:53	33:53	2:27:21	2
46	R. BENTON	9:00 am	9:46:12	46:12	4:08:34	11
		2:38 pm	3:22:29	44:29	4:53:03	11
56	N. BAGRIE	9:00 am	9:46:20	46:20	2:44:44	7
		2:39 pm	3:16:56	37:56	3:22:40	7

AIR EXPORT CLASS

Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
3	R. KING	9:10 am	D.N.S.	—	—	—
27	S. PARSONS	9:10 am	10:04:43	54:43	3:56:38	5
		2:55 pm	3:38:28	43:28	4:40:06	5
44	R. HARRISON	9:10 am	—	—	—	4
		3:11 pm	3:50:17	39:17	3:35:36	4
45	G. RAXWORTHY	9:10 am	10:03:42	53:42	2:33:01	2
		2:54 pm	3:36:49	42:49	3:15:50	2
50	B. ROBERTS	9:10 am	10:01:50	51:50	2:45:45	3
		2:52 pm	3:53:29	41:29	3:27:14	3

ODLINS CLASS

Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
47	D. MATTERSON	9:05 am	9:52:50	47:50	2:12:34	4
		2:44 pm	3:22:15	38:15	2:50:49	4
14	M. MCKENZIE	9:05 am	9:50:06	45:06	2:09:17	5
		2:43 pm	3:25:26	42:26	2:51:43	5
24	W. MEREDITH	9:05 am	9:50:01	45:01	2:07:54	1
		2:42 pm	3:18:19	36:19	2:44:13	1
21	R. DUNCAN	9:05 am	10:06:00	1:01:00	2:00:48	3
		2:56 pm	3:41:34	45:34	2:46:22	3
36	B. HUNT	9:05 am	9:49:40	44:40	2:08:46	2
		2:41 pm	3:17:08	36:08	2:44:54	2
71	K. EAGLE	9:05 am	9:48:33	43:33	4:11:10	12
		2:40 pm	3:33:09	53:09	5:04:19	12
37	E. STUCKEY	9:05 am	9:59:22	54:22	2:37:21	11
		2:48 pm	D.N.F.	—	4:00:30	11
30	B. BURLING	9:05 am	10:01:57	56:57	3:12:34	10
		2:53 pm	3:38:51	45:51	3:58:25	10
76	N. JEFFRIES	9:05 am	9:59:58	54:58	2:29:28	8
		2:49 pm	3:29:04	40:04	3:09:32	8
53	M. YARDLEY	9:05 am	9:55:02	50:02	2:23:31	6
		2:45 pm	3:25:22	40:22	3:03:53	6
395	T. ALLAN	9:05 am	9:57:25	52:25	2:32:14	9
		2:46 pm	3:28:40	42:40	3:14:54	9
18	L. BROWN	9:05 am	10:01:24	56:24	4:24:01	7
		2:51 pm	3:33:21	42:21	5:06:22	7

CRC CLASS

Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
10	D. SIMMONS	9:15 am	10:09:01	54:01	2:38:01	3
		2:59 pm	3:42:14	43:14	3:21:15	3
5	D. RUSSELL	9:15 am	10:06:56	51:56	2:31:56	1
		2:57 pm	3:38:40	41:40	3:13:36	1
33	R. HARDIE	9:15 am	10:12:36	57:36	2:52:29	8
		3:04 pm	3:48:36	44:36	3:37:05	8
43	B. HARVEY	9:15 am	10:15:16	1:00:16	3:00:12	9
		3:08 pm	3:54:25	46:25	3:46:37	9
48	I. OPENSHAW	9:15 am	10:19:21	1:04:21	3:21:20	11
		3:09 pm	3:59:36	50:36	4:11:56	11
49	A. MCPHEE	9:15 am	10:14:40	59:40	2:50:03	7
		3:06 pm	3:51:20	45:20	3:35:23	7
12	C. HANNAH	9:15 am	10:07:44	52:44	2:36:33	2
		2:58 pm	3:39:37	41:37	3:18:10	2
40	P. BAYENS	9:15 am	10:22:28	1:07:28	4:31:23	14
		3:10 pm	4:04:06	54:06	5:25:29	14
51	G. THOMSON	9:15 am	10:15:02	1:00:02	4:23:57	13
		3:07 pm	3:54:20	47:20	5:11:17	13
114	D. HAMILTON	9:15 am	10:12:31	57:31	2:42:41	6
		3:03 pm	3:48:51	45:51	3:28:32	6
4	G. MEAD	9:15 am	10:12:13	57:13	2:44:33	5
		3:02 pm	3:45:52	43:52	3:28:25	5
52	F. STEMPE	9:15 am	10:11:59	56:59	2:43:04	4
		3:01 pm	3:46:17	45:17	3:28:21	4
16	B. PEARCE	9:15 am	10:14:26	59:26	4:23:21	12
		3:05 pm	3:51:56	46:56	5:10:17	12
42	O. WOOD	9:15 am	10:10:08	55:08	3:19:03	10
		3:00 pm	3:45:06	45:06	4:04:09	10
34	P. KIRBY	9:15 am	D.N.F.	—	5:01:23	—





to the trailer and bolt on a new one along perfectly the rest of the time. The 350 Chev. was a more powerful rig a year, and the Lancer hull, with its 1 length than many rivals, appeared to for much of the running in South Is

By contrast, the third-placed Miss I one of the largest in the field. With Heslop's, the boat was not short of p its times showed.

But Johnson and Slater were handi the Manawatu River stage, when problems and incurred a half-hour running out of water in the Taram were aground for quarter of an h mechanical difficulties at other tir them.

However, their placing in Miss Ki 1974 Rio Balsas race, was the best p alloy hull in the Citizen Watch ever persuade Johnson of any advantages

"Alloy's the only thing for real ha he said at the end. "Look—our botto it O.K. If you hit rocks, the worst yo whereas with glass you can hole the

"You can't proceed then, and if de-laminate."

No doubts about the first three pla of the other favoured boats?

Inaugural race winners John But Merritt in Jim Beam bombed thi motor on the first day in the North Is of the running, although they were a all the southern legs before retiring o

Neville Sutherland, in spite of a s North American events, was again o in the premier event on the home fro third on the Ruamahanga he lost his s

TOP LEFT: Boats in the champion class star Westport. BOTTOM LEFT: Patterns on the RIGHT: Following the leader back to the tra the end of the Buller stage.

e. Hornet purred
The turbo-charged
han they had last
esser draught and
be advantageous
and rivers.

Kiwi was, at 5.8 m,
a similar rig to
power as several of

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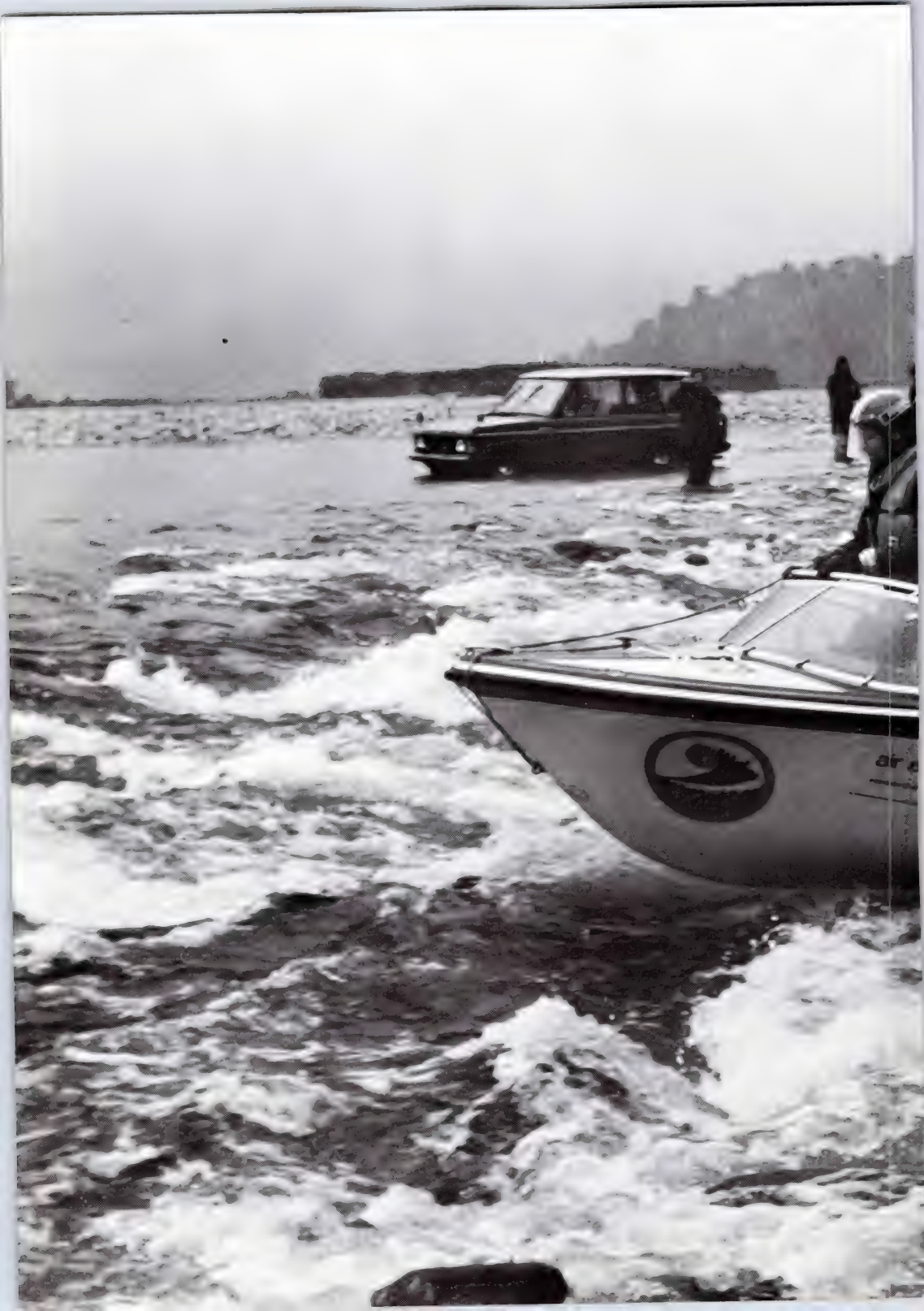
ABOVE: Competitors on the Taramakau River near Bell Dam.





BELOW: Orinoko (R. Hardie) and Yorinda (114, D. Hamilton) on the Grey River flats.





Aquarius in the Turiwhate
Rapids of the Taramakau.
(Laurie Payne's Land-Rover
was not competing.)





CHAMPION CLASS

Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
26	S. PAYNTER	9.31 am	10-06-59	35-59	3-03-31	3
		2.30 pm	2-54-02	24-02	3-27-33	3
75	D. JOHNSTON	9.41 am	10-16-43	35-43	3-52-24	5
		2.30 pm	2-53-54	23-54	4-16-18	5
22	J. LOONEY	9.45 am	D.N.F.	Δ	6-19-17	—
		2.30 pm	D.N.S.	—	—	—
880	J. HESLOP	9.30 am	10-06-49	36-49	3-00-41	2
		2.30 pm	2-52-28	22-28	3-23-09	2
318	A. JOHNSON	9.32 am	10-40-12	1-08-12	3-41-43	4
		2.30 pm	2-54-08	24-08	4-05-51	4
350	P. PHILLIPS	9.34 am	D.N.F.	Δ	5-15-44	10
		2.30 pm	D.N.S.	Δ	6-10-39	10
99	H. SMITH	9.35 am	D.N.F.	Δ	5-14-17	9
		2.30 pm	D.N.S.	Δ	6-09-12	9
29	J. BUTTERFIELD	9.55 am	D.N.F.	Δ	4-34-05	6
		2.30 pm	D.N.S.	Δ	5-29-00	6
65	R. REGAN	9.44 am	10-17-04	33-04	3-00-25	1
		2.30 pm	2-52-43	22-43	3-23-08	1
46	R. BENTON	9.54 am	10-36-19	42-19	5-35-22	8
		2.30 pm	2-54-55	24-55	6-00-17	8
56	N. BAGRIE	9.56 am	D.N.F.	Δ	5-00-52	7
		2.30 pm	D.N.S.	Δ	5-55-47	7

AIR EXPORT CLASS

Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
3	R. KING	10.07 am	10-46-03	39-03	—	—
		2.30 pm	2-55-16	25-16	—	—
27	S. PARSONS	10.06 am	10-57-35	1-12-01	5-52-07	5
		2.30 pm	2-59-10	29-10	6-21-17	5
44	R. HARRISON	9.42 am	10-21-57	39-57	4-15-33	3
		2.30 pm	2-59-40	29-40	4-45-13	3
45	G. RAXWORTHY	9.47 am	10-28-20	41-20	3-57-10	2
		2.30 pm	3-02-42	32-42	4-29-52	2
20	H. McLACHLAN	9.37 am	10-16-26	39-26	3-41-17	1
		2.30 pm	2-58-24	28-24	4-09-41	1
50	B. ROBERTS	9.46 am	10-28-01	42-01	4-09-15	4
		2.30 pm	3-12-00	04-00	4-51-15	4

Δ PENALTY TIME INCURRED

ODLINS CLASS

Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
47	D. MATTERSON	9.38 am	10-16-20	38-20	3-29-09	4
		2.30 pm	2-59-22	29-22	3-58-31	4
14	M. MCKENZIE	10.02 am	10-39-43	37-43	3-29-26	3
		2.30 pm	2-55-58	25-58	3-55-24	3
24	W. MEREDITH	9.33 am	10-07-07	34-07	3-18-20	2
		2.30 pm	2-56-54	26-54	3-45-14	2
21	R. DUNCAN	10.00 am	10-45-34	45-34	3-31-56	5
		2.30 pm	3-01-28	31-28	4-03-24	5
36	B. HUNT	9.36 am	10-11-24	35-24	3-20-18	1
		2.30 pm	2-53-57	23-57	3-44-15	1
71	K. EAGLE	9.57 am	10-40-50	43-50	5-48-09	11
		2.30 pm	2-53-42	23-42	6-11-51	11
37	E. STUCKEY	9.51 am	10-47-39	56-39	4-57-09	9
		2.30 pm	3-03-08	33-08	5-30-17	9
30	B. BURLING	9.50 am	Δ	Δ	5-25-04	12
		2.30 pm	D.N.S.	Δ	6-29-10	12
76	N. JEFFRIES	10.03 am	D.N.F.	Δ	4-36-11	10
		2.30 pm	D.N.S.	Δ	5-40-17	10
53	M. YARDLEY	9.39 am	10-21-03	42-03	3-45-56	6
		2.30 pm	3-00-09	30-09	4-16-05	6
395	T. ALLAN	9.59 am	10-40-07	41-07	3-56-01	7
		2.30 pm	2-58-17	28-17	4-24-18	7
18	L. BROWN	10.04 am	Δ	Δ	4-33-01	8
		2.30 pm	3-04-06	34-06	5-07-07	8

CRC CLASS

Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
10	D. SIMMONS	9.48 am	10-28-41	40-41	4-01-56	2
		2.30 pm	2-59-36	29-36	4-31-32	2
5	D. RUSSELL	9.43 am	10-24-51	41-51	3-55-27	1
		2.30 pm	3-00-45	30-45	4-26-12	1
33	R. HARDIE	9.49 am	10-33-49	44-49	4-21-54	7
		2.30 pm	3-02-12	32-12	4-54-06	7
43	B. HARVEY	10.01 am	10-46-51	45-51	4-32-28	9
		2.30 pm	3-02-57	32-57	5-05-25	9
48	I. OPENSHAW	10.12 am	11-02-00	50-00	5-01-56	11
		2.30 pm	3-06-07	36-07	5-40-03	11
49	A. McPHEE	10.09 am	10-53-54	44-54	4-20-17	8
		2.30 pm	3-04-32	34-32	4-54-49	8
12	C. HANNAH	9.40 am	10-21-27	41-27	3-59-37	3
		2.30 pm	3-04-35	34-35	4-34-12	3
40	P. BAYENS	10.11 am	11-01-33	50-33	6-16-02	12
		2.30 pm	3-05-40	35-40	6-51-42	12
51	G. THOMSON	10.10 am	D.N.F.	Δ	6-38-14	13
		2.30 pm	3-04-39	34-39	7-12-53	13
114	D. HAMILTON	9.58 am	10-43-52	45-52	4-14-24	6
		2.30 pm	3-03-50	33-50	4-48-14	6
4	G. MEAD	10.05 am	10-46-33	41-33	4-09-58	4
		2.30 pm	3-01-13	31-13	4-41-11	4
52	F. STEMPE	9.53 am	10-35-44	42-44	4-11-05	5
		2.30 pm	3-00-08	30-08	4-41-13	5
16	B. PEARCE	10.08 am	D.N.F.	Δ	6-37-14	14
		2.30 pm	D.N.S.	Δ	7-45-21	14
42	O. WOOD	9.52 am	10-48-57	56-57	5-01-06	10
		2.30 pm	3-00-31	30-31	5-31-37	10



stretch on the Manawatu, and did not start Jaks in the south.

Last year's runners-up, Regan and McCall, made a determined comeback from early adversity. They hassled the turbos on the first day, lying second over-all then. But with most of the rough Rangitikei run behind them they blew a valve in the motor.

After working through the night to repair it, they damaged the jet unit on the Wanganui river stage and finished the north 32nd over-all. In

the south, Mount Cook Airlines was fastest on the Grey and Taramakau and did so well in the others that after the run down the Waimak, its crew in fact had more than three minutes up their sleeves on Heslop for the South Island section.

However, Heslop's deeper-vee hull pruned that in the offshore run and gained two minutes to make sure of all the race's speed honours. For all that, fifth over-all and second in the South Island was a very satisfactory comeback for Regan and McCall.

Howard Smith, in Golden Key Jet, with Alan Milligan crewing, was another Christchurch entrant to battle gamely after early setbacks. The boat's turbo charger blew on the first stage, but good subsequent runs—particularly being second fastest on the Manawatu—edged him steadily upwards in the standings.

Serious mishaps on the Buller and Taramakau put him out of contention, though, when Smith was angling for a placing. On the Buller he led from the massed start in

TOP: The briefing at the Upper Waimakariri River near Flock Hill before the start of the final day of the marathon.

RIGHT: The Waimakariri near its confluence with the Esk River. The Puketeraki Range is in the background.



Westport but burned out a piston and nursed the boat to the finish at Lyell and missed the Grey leg.

On the Taramakau, Golden Key hit a rock and seized its jet unit. Unable to make repairs at Arthur's Pass, Smith was out.

Peter Phillips, who had Clyde Collins and Ivan Atkinson crewing in PDL Jet, was another to run into strife after being in contention for third.

In fact he was lying behind the Paynters at the start of the South Island section, but trouble on the Waiau—where an unscheduled grandstand performance for the National Film Unit did him no good last year—once again cost him dearly.

A bolt in the steering sheared when Phillips was cornering at speed, and PDL's prow smashed on a rock when they spun out. Temporary repairs got them to the finish a minute before the time limit expired, but they were now ninth.

The Taramakau finally nailed PDL. It hit a stump and the engine could not be restarted.

The Odlins class boat, March Hare (Dave Matterson and Brian Inwood, Christchurch), saw the same stump too late to avoid it, and the two were thrown into the river by the impact.

PDL's crew jumped in to assist Matterson and Inwood, who were not injured in the mishap.

The Odlins class produced as much drama as the Champion class—and controversy, with March Hare's crew at the centre of it.

The crew taped up the hole March Hare received in the Taramakau accident, but pounding down the Waimak the next day aggravated the damage until, as Matterson put it after the race, the "air coming through was blowing me out of my seat."

With March Hare leading Deep Purple (Maurice Yardley, Bay of Plenty) by only 10 minutes or so after 13 hours running, the boat was finally swamped by a large wave on the Sumner bar, and Matterson and Inwood paddled to the timing-in point at Shag Rock.

Believing that exemption had been given for seeking a tow in their circumstances, they sought one from the Sumner lifeboat to get to the official finish off the causeway a couple of kilometres up the estuary.

They were subsequently penalised by one hour for this, and from being provisional winners, and dropped out of the first three in the class.

That left Yardley a decisive winner in the Odlins class, and the placing was a tribute to a performance of commendable consistency throughout the marathon.

Matterson was not the only Christchurch driver in this class for whom the final day brought a bitter change in fortune.

Warren Meredith, in Streaker, held the over-all lead throughout the race after Ken Eagle (Palmerston North) in Miss Luxalong had been fastest on the first day in the north.

Meredith ran a very steady race, and the strife the A class boats got into along the way brought a high



Horseshoe Bend in the Waimakariri Gorge.

over-all placing, as well as class honours, into prospect for him.

But during launching at Mount White on the last day, the jet unit buried while the motor was running, and Streaker was out of the race.

The Air Export C class looked wide open from the outset when the highly-favoured Palmerston North steel boat, Ugly (Ron King and Roger O'Sullivan), blew its motor early on the Ruamahanga run.

They were running again on the Rangitikei and recorded the fastest

pace-setter for much of the race this year until he struck trouble on the Buller stage.

Then Rotorua's Hilton McLachlan, in Beautiful Noise, took over the lead and held it for the rest of the race. Harrison, and Christchurch's

Alan Johnson makes adjustments after grounding in the Waimakariri, a mishap that cost him second over-all placing. His problems are about to be compounded by spray from B. Hunt's boat. Johnson, however, got going again and finished third over-all.



time on a number of runs during the marathon. But in spite of this, the early set-back was a hurdle that kept them out of contention for class honours this year.

Rodney Harrison at the wheel of Eagle Rock (Christchurch) was the

Graeme Raxworthy, in Aquarius, were in close enough proximity in the over-all standings to close the gap if McLachlan struck trouble, but the North Islander ran reliably.

The honours in the CRC D class went to Christchurch's Doug Russell



Colin Hannah, of Christchurch, and Bruce Roberts in Cee Jay pound over the Waimakariri Bar.

CHAMPION CLASS

Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
26	S. PAYNTER	9.31 am	12:23:04	1:51:25	5:18:59	3
75	D. JOHNSTON	9.37 "	12:26:44	2:09:25	6:25:43	5
880	J. HESLOP	9.30 "	12:20:30	1:44:32	5:7:41	1
316	A. JOHNSON	9.33 "	12:20:34	1:48:21	5:54:12	4
350	P. PHILLIPS	9.42 "	D.N.F.	Δ	Δ	—
65	R. REGAN	9.40 "	12:28:14	1:47:21	5:10:29	2
46	R. BENTON	9.51 "	12:40:27	2:14:03	8:14:20	6

AIR EXPORT CLASS

Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
3	R. KING	9.47 am	12:32:48	1:55:33	—	—
27	S. PARSONS	10.07 "	12:52:02	2:24:56	8:46:13	5
44	R. HARRISON	9.41 "	12:35:11	1:58:02	6:43:15	3
45	G. RAXWORTHY	9.46 "	12:36:29	2:00:17	6:30:09	2
70	H. McLACHLAN	9.35 "	12:33:47	2:01:50	6:11:31	1
50	B. ROBERTS	9.45 "	12:36:10	2:01:33	6:52:48	4

Δ PENALTY TIME INCURRED

ODLINS CLASS

Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
47	D. MATTERSON	9.36 am	12:38:27	—	D.N.F.	—
14	M. MCKENZIE	10.01 "	12:34:54	1:50:34	5:45:58	1
21	R. DUNCAN	10.00 "	12:56:42	2:26:43	6:30:07	3
36	B. HUNT	9.34 "	—	—	D.N.F.	—
37	E. STUCKEY	9.55 "	—	—	D.N.F.	—
30	B. BURLING	10.19 "	—	—	D.N.F.	—
76	N. JEFFRIES	10.10 "	12:47:45	2:05:40	7:45:57	6
53	M. YARDLEY	9.39 "	12:37:42	2:06:59	6:23:04	2
395	T. ALLAN	9.58 "	12:44:59	2:24:22	6:48:40	4
18	L. BROWN	10.25 "	12:57:42	2:25:05	7:32:12	5

CRC CLASS

Boat No.	Skipper	Start Time	Finish Time	Elapsed Time	Sub Total Times	Sec. Place
10	D. SIMMONS	9.48 am	12:40:41	2:06:38	6:38:10	2
5	D. RUSSELL	9.43 "	12:36:27	2:02:37	6:28:49	1
33	R. HARDIE	10.18 "	12:53:17	2:17:31	7:11:37	6
43	B. HARVEY	10.05 "	12:51:57	2:27:14	7:32:39	9
48	I. OPENSHAW	10.12 "	12:57:04	2:26:57	8:07:00	10
49	A. McPHEE	10.08 "	1:00:35	2:37:14	7:32:03	8
12	C. HANNAH	9.38 "	12:43:32	2:29:02	7:03:14	5
40	P. BAYENS	10.11 "	1:00:33	2:30:29	9:22:11	11
51	G. THOMSON	10.20 "	12:53:09	2:16:02	9:28:55	12
114	D. HAMILTON	9.54 "	12:53:32	2:38:47	7:27:01	7
4	G. MEAD	10.06 "	12:46:46	2:16:51	6:58:02	4
52	F. STEMPE	9.50 "	12:44:56	2:10:21	6:51:34	3

and Stuart Blanchard, in Rapid Hunter, by a margin of 21 minutes from Christchurch's Colin Hannah (for whom Heslop crewed when he won the southern section in 1976 in Cee Jay).

Hannah led for the entire marathon until the final day, when a spin out on the Waimak cost him precious time—and the race.

The battle between him and Russell was one of the most interesting of the race, with Russell trailing by only 13 min at the end of the North Island and giving Hannah no opportunity to rest on his laurels in any of the southern stages.

Both ran Volvo 170s, Russell in a J44 and Hannah in an Ali-Craft.

There was often very little be-

tween a number of boats in this class, with the third-placed Daktari (Derek Simmons, Dannevirke), Y-Tara (Owen Wood, Waitara), and Orinoco 2 (Ron Hardie, Palmerston North) losing little on the leading pair.

However, this year, as last, it was the slender margins gained consistently stage by stage during the marathon that often proved crucial to the outcome of the competition in a class.

Most of the winners had a little luck riding with them, but it was their preparation, knowledge, and dogged perseverance and tenacity when the going got hard that decided the disposition of the prizes.

Final over-all results and total times for all classes in 1977

Citizen Marathon

CHAMPION CLASS

Boat No.	Skipper	Total Time	Class Place Overall	N.Z. Overall
26	S. PAYNTER	11-8-24	2	2
75	D. JOHNSTON	13-43-47	5	—
880	J. HESLOP	10-12-12	1	1
316	A. JOHNSON	12-19-18	3	3
65	R. REGAN	13-27-08	4	—
46	R. BENTON	14-59-14	6	—

AIR EXPORT CLASS

Boat No.	Skipper	Total Time	Class Place Overall	N.Z. Overall
27	S. PARSONS	17-34-41	5	—
44	R. HARRISON	13-47-04	2	—
45	G. RAXWORTHY	14-21-26	4	—
20	H. McLACHLAN	13-18-24	1	—
50	B. ROBERTS	14-17-54	3	—

ODLINS CLASS

Boat No.	Skipper	Total Time	Class Place Overall	N.Z. Overall
14	M. McKENZIE	15-09-28	2	—
21	R. DUNCAN	15-50-44	4	—
53	M. YARDLEY	13-51-35	1	—
395	T. ALLAN	15-23-49	3	—

CRC CLASS

Boat No.	Skipper	Total Time	Class Place Overall	N.Z. Overall
10	D. SIMMONS	14-29-01	3	—
5	D. RUSSELL	13-56-27	1	—
33	R. HARDIE	14-48-21	4	—
43	B. HARVEY	15-58-56	8	—
48	I. OPENSHAW	19-57-10	11	—
49	A. McPHEE	17-44-52	9	—
12	C. HANNAH	14-17-45	2	—
40	P. BAYENS	19-57-15	12	—
51	G. THOMSON	18-32-54	10	—

Citizen TV film sold in Britain

(By Ken Coates, reprinted from "The Press")

THE spectacular documentary made by South Pacific Television and re-named "The Longest Jet Boat Marathon in the World," has been sold to Thames Television in Britain.

Specially designed by a Christchurch team for an international audience, the film is based on a longer coverage of the 1976 Citizen Watch jet boat race in both islands of New Zealand over a gruelling 1000-kilometre course.

The 38-minute programme, originally called "Six Rivers" was edited to 25½ minutes, termed an international TV half-hour, by Simon Sedgley. The script, narrated by Selwyn Jones, was rewritten for the overseas market by Christchurch journalist and former broadcaster Keith Cronshaw.

"Simon has done a masterly job of editing and we have made the documentary more personalised with more information about New Zealand and the course followed by the boats," says the producer, Graeme Veitch.

Further Sales

A cassette was finally sent off to TV-2's agents in London, Thames Television, which decided to purchase it.

Further sales are on the cards because Thames has included the documentary in its catalogue which it will circulate to all major networks in the world.

The original documentary was high on the list of the Feltex Award finalists. Ian Johnstone's "Seven Days" documentaries on South Africa were placed first and second, TV-1's programme on distance runner Max Telford's run into Death Valley, Colorado was third and "Six Rivers" was fourth.

This made it the top "indigenous" New Zealand documentary.

More than 50 boats competed in the marathon, which started in the Wanganui River in the North Island and took in

stages in the Buller, Grey and Taramakau Rivers on the West Coast, the Waimakariri and a sea-leg from the Waimakariri River mouth south to the estuary of the Avon and Heathcote Rivers, near Christchurch.

The quality of the documentary owes much to the spectacular shooting of cameraman Frank Oakshott, whose understanding with helicopter pilot Brian Petrie was almost uncanny.

Low Flying

The low-flying helicopter enabled Oakshott to capture dramatic sequences as boats dashed at 70 miles an hour through flying spray in the Taramakau River on the West Coast.

At one point in the narrow Waimakariri River Gorge, in Canterbury, pilot Petrie had only about 40 feet to spare, but his skilful flying enabled the cameraman to get within feet of the speeding boats.

The real scoop of the TV-2 crew, which included Max Quinn, cameraman in a jet boat, and Leon Narby on the ground, was on-the-spot coverage of a pile-up only about a quarter of a mile from the start of the Grey River section of the marathon.

Run Aground

Veitch recalls: "The leading boat was travelling fast and I told Frank that he must make a mistake sooner or later. Sure enough it followed a wide channel, instead of a narrower but deeper fork. The lead boat and half a dozen others ran aground when the wide channel petered out.

"We filmed the whole thing from the helicopter, including boats which shot clean out of the water and spun out on to the shingle."

Viewers will probably see the overseas version of the jet boat marathon documentary in March.

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MARINE INSTRUMENTS MIND YOUR MOTOR

Safety Officer's Diary

HAVING been involved with the scrutineering for the Citizen Watch Marathon, and more recently with the National Rally, it was driven home to me again just how far safety is lagging behind looks and speed in boat preparation.

Some boats were very well prepared (I am not talking about motors) and this preparation paid off—these were the boats that filled the major placings. The poorly prepared boats littered the banks of every section, making extra and unnecessary work for the patrol boats who had to assist them and certainly more work and worry for the crews in trying to get the boats repaired for the next section.

Some of these, what I call poorly prepared boats, had in some cases very expensive and highly tuned motors, driving good jet units and in good hulls. It is not the equipment I criticise, but the slap-happy way it was thrown together. It doesn't cost any extra to lay things out neatly and to screw or bolt everything down properly, or to keep the wiring in a neatly routed and clipped down harness. This applies just as much to family boats as to those entered in competition. It is not money that is required to make things safer—just a bit of thought, care and time.

Surely it must be obvious to anyone that the safer a boat is, the more reliable it must be. There is a lot more to a good boat than flashy signwriting and a tricky motor.

Those competitors who turned up with poorly prepared equipment for anything as expensive to enter as the Citizen Marathon got, in my opinion, what they deserved—a lot of extra work and expense on the circuit just trying to keep their boats running and finishing (if they finished at all) and well out of contention for any prizes.

I intend to harp on again about lifejackets. If you are buying new lifejackets,



—By Cliff Saunders

and a lot of you should, please take notice of the manufacturers recommendations—pamphlets are available from your marine or sports shop.

If a manufacturer lists a particular jacket as a “Yachtsman”, or another as a “Ski-vest” etc., they are not designed or recommended for use in power boats. There is a lot more to a lifejacket than just helping you to float. If you happen to be tossed into the water at speed, the lifejacket must first stay on and in the correct position—most “Yachtsman” jackets will not. Or if you are unconscious when in the water, it would be helpful if your lifejacket would assist in turning you over so your face is up—a “Ski-vest” will not.

The best type of lifejacket for jet or other power boaters (not extra high speed) is the waistcoat type with a collar and double straps around the chest. These jackets will stay in place if you enter the water fast and will assist in keeping your face out of the water. Another excellent feature of this type of jacket is the protection it offers your upper body if you happen to be involved in a collision or tossed into a rocky rapid.

If small children go out in your boat ensure you have a jacket of the correct size for them. Parents of children under three years of age, beware—there is no lifejacket in existence that can correctly turn a small child over so that their face is clear of the water.

This is because their hip and leg bones, being so light and buoyant, refuse to sink, thereby failing to pull the jacket into its

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correct flotation position. Any lifejacket on a small child under three should be relied upon as a buoyancy aid only.

If you want to save money on life-jackets, look after them. Don't leave your jackets lying wet in the bottom of your boat when you get home. Hang each jacket on a clothes hanger, rinse off all traces of salt water or dirt and hang up to dry. Do not hang your jackets in direct sunlight after they are dry but put them in a dry, well-ventilated place and they will last years longer, and might even save your life.

The only good thing I know of to emerge from the downturn in the economy is that the smaller number of boats on the rivers has meant fewer collisions between boats. Collisions between jet boats have resulted in every form of injury so I don't need to emphasise further the importance of knowing the rules and obeying them.

They are basically: all craft moving against the current (or upstream) give way to all craft moving with the current (or downstream). When passing a boat

"head on", keep to the right hand side of the river so that the boats pass port side to port side (like the road rules in U.S.A.).

If you are passing a boat travelling in the same direction as yourself, endeavour to pass on the left hand (port) side of the other boat, but do not pass until the driver is aware of your intentions.

Do not do a U-turn, or stop without looking around, to ensure your actions will not interfere with any other boats and then signal your intentions by using the correct hand signal (these have been published in previous issues of Jet Boating). If two boats are travelling in the same direction, on separate but converging streams, the boat on the left must give way to the boat on the right.

Another area where extreme caution must be observed is when boating in areas where there is insufficient visibility. There is always the possibility there is another boat just around the corner.

As this is the last Safety Report before the holiday period I wish you all the best for the festive season and safe boating.



For ALL Marine Requirements – see Bob Davis

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Hutchinson Motors Ltd

Care urged in rating load capacity of trailer tyres

This report on the loading capacity of trailer tyres has been provided by George Davison, of C. W. F. Hamilton, Ltd, as an interim guideline until the company completes its in-depth investigation into trailer loading.

George Davison writes:

I would recommend some care in rating the load capacity of trailer tyres. It is quite a complicated affair, and a good guideline is British Standard BS-AU50 Part I, 1976.

Recommendations are made for trailer tyre loadings on various tyre and wheels size, and rim widths. Even on the conservative maximum "economic" ratings listed, but allowing the X1.20 factor for

trailers (which have no steering or traction loads—and little braking), the load capacities are better than might be expected.

For Example: (6 Ply. All at 210 kPa pressure = 31 psi).

$5.90 \times 13 = 510 \text{ Kg}$

$6.40 \times 13 = 558 \text{ Kg}$

$6.70 \times 13 = 618 \text{ Kg}$

$5.90 \times 14 = 528 \text{ Kg}$

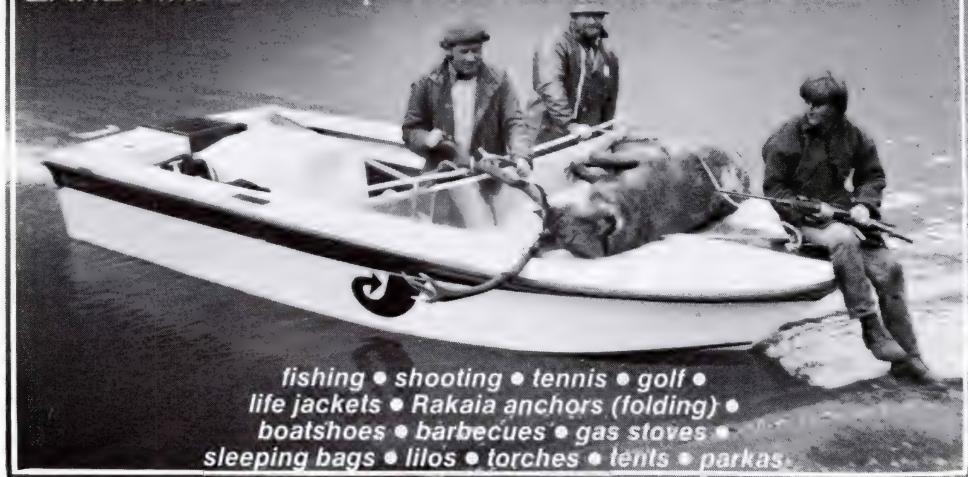
$6.40 \times 14 = 594 \text{ Kg}$

$7.00 \times 14 = 642 \text{ Kg}$.

Readers should note these permitted figures are well above car loadings, and are quite satisfactory up to 100 Km/hour; and also that 14" wheels are not much better than 13".

REDWOOD SPORTS

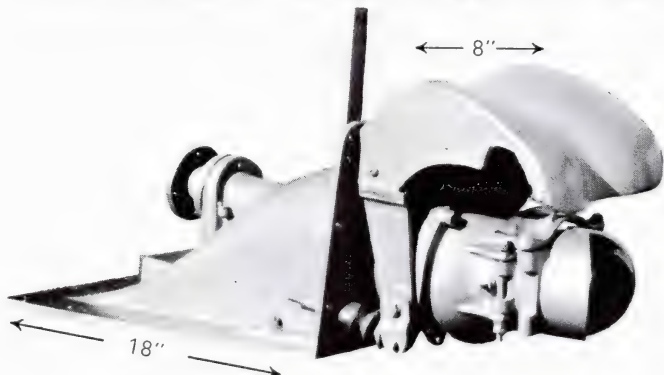
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Mary Lyn Tulett wins ladies' rally

AS an innovation for this year, the national committee asked the Canterbury Branch to change their annual Ladies' Day of competition events into a more organised occasion, on a par with the National Rally.

As bait, they produced the Lady Hamilton Trophy (a silver platter) which previously has always been the ladies' prize in the National Rally. In past National Rallies, most women have either crewed for husbands or have not had a chance to use the family boat on the same day.

The result this year was that nine ladies entered into the spirit of the occasion and competed on the Lower Waimak on the Sunday prior to the National Rally, a day of perfect conditions that men very rarely get for their events.

There was a penalty of 20 points applied for the use of a male crew and at least half of the competitors used women.

The "Rally" was organised into five events starting with an out-and-return, combining navigation, flags, codes and speed. Then followed a "slalom", burst the balloons, and an event where a bucket of water had to be carried on the deck of the boat around a shallow water course without losing any water out of the bucket!

All told, the day was a great success especially from the point of view of the



"male chauvinists" running the event. Although there were some rather long faces amongst the ladies up to, and during, the briefing, they had all turned to smiles by the end of the day.

The detailed results:

	Male Penalty	F/Codes	Scrut.	Slalom	Bucket	Balloon	Total
M. Tulett	—20	480	50	208	91	90	899
D. Withington	—20	450	50	245	71	100	896
J. Bool		438	50	216	91	100	895
S. Dickson	—20	447	50	218	88	98	881
C. Cox		500	50	250	0	77	877
M. Roberts		493	50	141	100	90	874
L. McNicol	—20	449	50	107	81	96	763
T. Tocker	—20	389	50	205	47	84	755
S. Peterson	—20	411	50	91	78	73	683

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FROM THE EDITOR'S NOTEBOOK

Record size

This issue of Jet Boating contains 96 pages and is the biggest magazine ever produced by the Association. The size was increased to provide an appropriate coverage of the Citizen marathon as well as regular articles.

Bridge-to-bridge times

As promised in the last issue of Jet Boating here are the detailed results of the Canterbury branch's 1977 Glasskraft Trophy. Of the 15 starters, four failed to make it to the Waimakariri Gorge, but the places and times of the remaining 11 were as follows:

Allan Bull, 1 hr 21 min 38 sec, 1; John Butterfield, 1-24-51, 2; Howard Smith, 1-31-23, 3; Rod Regan, 1-34-54, 4; Reg Miller, 1-37-55, 5; Rod Harrison, 1-38-36, 6; Graeme Raxworthy, 1-46-26, 7; Doug Russell, 2-00-01, 8; Noel Jeffries, 2-11-45, 9; Trevor Crowe, 2-20-27, 10; Paul Kirkby, 2-44-30, 11.

Seasons greetings

The editor and all associated with this magazine take this opportunity of wishing you all the compliments of the Season and a happy, prosperous 1978.

Memo to contributors:

The Editor welcomes all contributions—whether long or brief, typed or hand-written, whether on major marathons or short jaunts.

“Jet Boating” will be published again on 15 February.

●
Deadline for all copy is
Wednesday, 25 January

Amendment to Constitution

The following addition was made to the constitution at the annual meeting on June 17:

It was resolved that Rule 7 be added to that part of the rules entitled “Branch Formation”, viz:

“7. Any person on becoming a member of the Association shall automatically be deemed to be a member of the branch whose territory extends to include that person's place of residence provided that a member may specifically elect to belong to any other branch that he may nominate in which event his election shall be valid unless the committee for special reasons decides otherwise in which case its decision shall be final.”

MAGAZINES FOR A DOLLAR

The national secretary has a limited number of some previous issues of *Jet Boating*. Members who would like to complete their files should send \$1 for each copy

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Southland boats the Waiau

SIXTEEN boats turned up for the Southland Branch run on the Waiau River—every one on time except the two organisers (last again).

Since the weir at Manapouri was built, the general opinion of most boaters was that there was not enough water left to warrant further runs, but we soon dispelled this by having a great day's boating.

Although nothing like the Waiau of old (the level is approximately 8–10 ft below the old level), it provided a grand day's boating—to everyone except the insurance companies.

Boater-of-the-day award must go to Roger Scott who went almost as far as the rest of us in his Jet 52. The river now is a series of long pools and steep rapids, which seem to be like mountains when you try to get over them.

After lunch we went upstream, but were soon stopped by a very expensive looking rapid. Everyone had a long look at it and, after much thought and talk of D8's and D9's, Tony Mulqueen had a run up in his steel boat, but he ran out of water at the top.

With a push from by-standers, he was soon up and away again. Altogether he went up and down about three times, but the fibre-glass boys were content to watch and mutter about coming back next year with new types of hulls.

On the downstream run we had to leave one boat behind as a steering pulley had come apart. Another boater was lucky to get his boat back to the trailer. After he had crushed about 3 ft of chine, his bilge pump was jammed with a piece of fibreglass and he almost went down as a result.

The temporary repairs did not hold and with the weight of water in the hull, he stoved in the bow when trying to beach the boat a second time. Not being able to get a trailer to the river, he had to keep going and after many more stops he

finally made it, his hull being split from end to end.

Apart from this we all had a grand day and hope to do a lot more boating on the Waiau.

Special thanks must go to Bruce Horrel for the use of his tractor for launching our boats. Thanks, Bruce.

Aparima River run

On a cold, overcast Sunday morning, 18 boats ventured out to take a run down the Aparima river. They left from the bridge at Otautau and made their way down to Riverton, across the estuary and up the Pourakino River for lunch.

On the way, finding hidden tins with objects of all shapes and sizes in them was the task for navigators, with points going forward for the final tally at the end of the year, when the winner will be presented with a trophy.

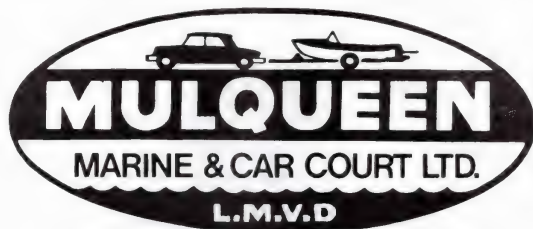
After boating up the Pourakino, we all made our way back to the bridge to start the tractor up and remove the boats from the river.

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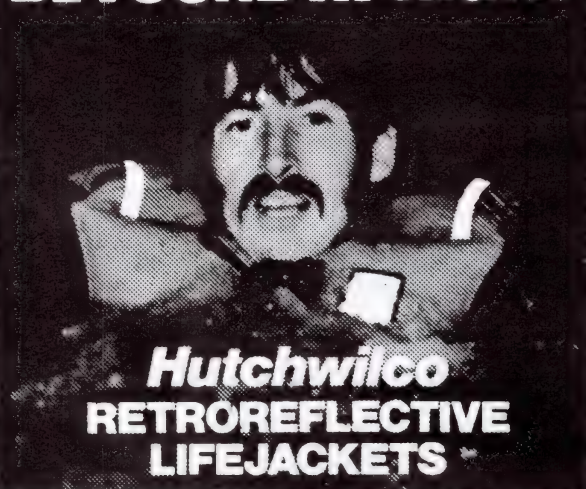
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Ewan Clemett wins top honours in annual Blenheim event

ON September 17, while the rest of the country shivered, Blenheim turned on a good day for the 1977 Wairau Trials.

The day's boating commenced with a run up the Wairau, which included the old West Coast balancing trick—a full bucket of water on the foredeck, borne around some buoys at planing speed and back to the bank to fill some plastic cups on the shore. A good thing it wasn't wine.

We then continued upstream a guesstimated six miles from the start where we had to place a flag showing our boat number in the bank.

Further upstream, at the road bridge, was a hanging tyre through which a ball

had to be thrown at planing speed, in both directions. Next task was a race around an island as fast as possible while trying to hit a bulls' eye with a sandbag—twice.

The downstream run represented a supermarket with code words torn from packing cartons, while a giant slalom around natural obstacles was a very good event.

After lunch there was a short "out and return" run, and a backing and ball retrieving test. We then headed back to the launching ramp area for another ball game and finally a second run through the slalom. This was a good idea as the slalom was probably the best spectator event. This second run was compulsory and if not faster than the first extra points were added. Blue Derry clocked an amazing 59 seconds in a demonstration run, some 16 seconds ahead of the next fastest time. The women's slalom was won by Shirley Gabrielson.

The day's events were won by Ewan Clemett who boated very consistently throughout the day and drove his J53 to a 20-point lead over West Coaster Tony Ellen driving a Colt. The navigator's prize was won by Karen Gray.

Results were:

E. Clemett, 1151.1 pts, 1; T. Ellen, 1136.7, 2; R. Vincent, 1097.6, 3; F. Idiens, 1092.7, 4; C. McMorland, 1091.6, 5; V. Workman, 1050.1, 7; M. Clemett, 984.3, 8; N. Soper, 940.1, 9; R. Burt, 938.2, 10; F. Cooper, 930.8, 11; D. Jones, 861.3, 12; G. Savage, 875.8, 13; K. Shirley, 681.9, 14.

The women's slalom results were:

S. Gabrielson, 115 pts, 1; R. Workman, 116.1, 2; R. Soper, 120, 3; L. Allen, 138, 4; S. Derry, 143, 5; J. Boyce, 152, 6; J. Andrews, 169.5, 7; S. Clemett, 172, 8.

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LETTER TO THE EDITOR

Better performance from motor

Sir,—In the November, 1976 issue there was an article by G. Davison on motors. Well, wanting to run a 250 Falcon and 2-stage jet myself, the article was a bit of bad news to me. But I persevered with it and did what was suggested, but my J44 still remained at 40 mph.

So I went to our local racing car tune-up shop. The mechanic took the head off (a Bathurst hi-performance head) and

Work is progressing steadily on the new HANDBOOK, but it will not be printed now until early in the new year. All members will receive a copy as soon as it is published.

told me to bring the boat back in a month. With the head, three twin-throat carbs., and much porting and polishing, the boat was doing over 50 mph pulling 5500RPMs.

I have now changed to a 3-stage 750 jet, pulling 4500 RPMs and the boat is now doing approximately 55 mph.

I hope this will be of use to other boaters wanting performance out of the "Lazy Six".

H. W. McLachlan.

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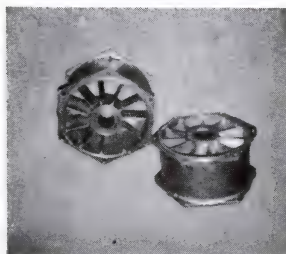
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NEWS! NEAR 'N' AFAR

(Compiled by 'Scribe')

Northern Districts

WE WERE very pleased to learn that Bob Carline's speed record for the two-litre class had been ratified by the National Executive. Bob is the first northern boater to receive a speed record certificate. He achieved 37.26 mph, breaking the previous record by 1.48 mph.

Bob reports in the Northern Districts August Newsletter of an excursion up the Waihou River. "Recently, with the excuse that Ted Greubner's wife was playing hockey at Ngatea (which happens to be conveniently close to the Waihou River), three boats—myself and Ted's boat, Bernie Lewis, and Peter Bingley—decided to give it a go.

The trip upstream was uneventful, except for clogging screens from moulting willows. We boated tricky willows and bends for half an hour till we were stopped by a nasty looking log jam.

Bernie, on poling his nose too close, got it bitten and received a neat hole in his topline about 150 mm (6 in) from the stern. We beached her and patched it with sticky tape, just in time for the rain to start (river runs and rain seem to be synonymous) so off we went downstream.

Peter had an argument with a willow and broke his handrail while we had a momentary lapse of steering and ended up in the willows. We made it back O.K. and huddled in an arcade in Te Aroha (the hockey players got pretty wet too) and ate our lunch."

One can imagine that Red Miller, Northern Districts newsletter editor, was a busy boy up to and around the time of the marathon, for he was also crewing for Bill Roberts in the successful super-charged V6 powered Fireball. This boat eventually came home in the Citizen marathon third in C class over-all.

Eight boats represented the Northern



—Alister Scoble

Districts in the marathon and it is pleasing to note the success of Morris Yardly, who won the B Class, and Hilton McLachlan, who won the C class over-all. These two, with Bill Roberts, also took second place in the teams' event.

Northern Districts must be very pleased with their representatives' efforts. I think Red Miller's comments in the Northern Districts October newsletter regarding the marathon are worthy of note.

"Looking back, it must have been the toughest marathon ever. Out of eight days we saw the sun for three. It rained when we started and snowed when we left. The Rangitikei was a raging torrent of pressure waves that belted your back for two hours.

"The Waiau froze your face and hands numb and the rain stung like a thousand needles. The Taramakau was barely boatable and threatened to wreck your boat if one wrong move was made, and the breakers on the Waimak bar made you think, 'Why?' But we loved every moment of it—South Island scenery, fellowship, and the bleeding cold.

"The fever has got in a bit deeper and we will be back next year to have another go at what we think must be the ultimate in jet boating."

Central Districts

From the August newsletter we have a contribution called "Knocking at the Iron Gates" by Don Johnstone. "The river was up about a foot above normal winter level, but it was not clear. Perhaps this time we could make it to the Iron Gates, the giant rocks which almost block the Oroua River, deep in the Ruahine Ranges. Previous attempts had ended in failure, sometimes because of insufficient water, and other times because of too much water and huge pressure waves.

"We launched at London's Ford near Kimbolton and were soon in the first gorge. Here the going was easy with numerous channels to choose from, but there was no room for mistakes. An hour later we arrived at the last road bridge over the Oroua and began climbing steeply into the top gorge.

"Soon the water was running clear with masses of white water on most rapids. As we progressed, the boulders became larger and some planning at the bottom of the nastier rapids was necessary. The scenery was beautiful with beech trees growing close to the water's edge and I found myself thinking that this river equalled anything I have seen in this country.

"Half an hour above the last bridge we came to the impasse I know as the Iron Gates, which is usually only viewed by deer stalkers and trampers.

"We used up our remaining film, ate lunch, had a last look, then gunned away on the swift current, stopping only briefly when a turn at the bottom of a major rapid proved to be too tight for Rock-hopper".

In the same newsletter Shirley Prince reports on the Ngaruroro family day:

"Oh, what a beautiful morning" could well have been the theme song of the organisers of the run on the Ngaruroro on June 11, after what seemed like weeks of rain.

"The Ngaruroro in its own fickle way had provided a real challenge of countless promising channels that led nowhere, and

well-disguised main streams. Thus, on the Friday, John Dorrington, Ted Hill, and Jim Prince spent most of the day marking the way up from Ohiti to Whanawhana where they could find no way further upstream. Some boats however, got further up on Saturday. The idea was to get as many inexperienced boaters as possible upstream to the lunch site."

With engine casualties on the launching ramp and broken steering cables soon after the start, the day was beginning to prove eventful.

"Out chairman, Don Johnstone, in big 'Bullshift', missed the first upstream signpost and had a good grounding up the creek. Big boats take some pushing as Allan Johnstone and Bruce Slater could verify that day. First grounding of the day however went to tail-end Charlie, Tony Connor.

Don Linklater, in his 52, by a bit of skilful boating, was nearly two feet above the water level by his guide and helper Phil Bayens. Rex Anderson had overheating problems with 'Crikey Dick' and many boaters had screens full of stones, but the majority of boats made it upstream to the lunch site.

"Warwick Keedwell (such a careful boater) lost a goodly part of the bottom of his boat on the down-run through the gorge, but managed to boat home.

"Not so lucky were Peter Surridge and Bill Harper. Peter, in Pinto, strayed into an irrigation ditch and while he was looking for a way out, the boat drifted into some willows which pushed down the transom and the boat sank. The boat was retrieved with no apparent damage and was towed home by 'Bullshift'. Bill's boat, 'Hoodat', was holed and sank just two miles from home. He lives nearby and soon whipped home for a tractor and retrieved his boat before dark."

Quite an eventful day you might say!

Two quips from the September newsletter:

Overheard at the riverside: "How fast did the J32 go when you timed it over the kilo for the marathon, Gary?"

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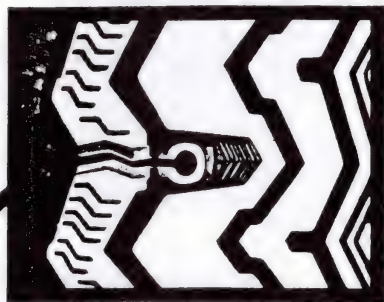
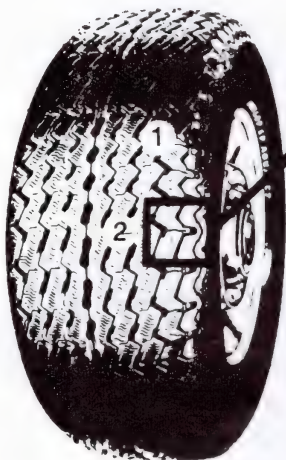
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"Ask Ron King or Paul Edmonds about the alternator!"

Taranaki

Contributions are plenty—seems to be a problem in Taranaki for their newsletters. The committee have now decided to restrict the size of their newsletters because of cost. I'm sure there are a few branches around the country that would dearly love to be in this position!

The rainy season, which seems to have been all year, has enabled runs up Taranaki rivers over distances creating records. With apologies to all the other contributions in the Taranaki newsletters from both boaties and family members, I will concentrate my efforts on a story

entitled "Adventures on the Awakino", by Ray Murray.

Anyone who has boated from New Plymouth north to Hamilton or Auckland will remember the Awakino Gorge and the river that winds through it. Any jet boater will have cast many a look over at the river and wondered if it was boatable.

On June 18, the river was in flood and a group of boats headed up to explore: "There was a fair flow of dirty water and the lower reaches were dull, but it got more interesting as we entered the gorge—plenty of corners and a need for keen eyes to spot shells, rocks, and even the old car body dumped in by some tidy "kiwi"!

"Around one bend we came across 'Aquajet' high and dry on a shingle bed, but with some canny driving by Ted, a rope and much shoving by crews he was soon afloat again.

"Well into the gorge we passed the road tunnel which, from the river, appears in imminent danger of collapsing as the bank has been scoured away by years of rushing water. We proceeded with much

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weaving to avoid shallows and stony narrow rapids and all too soon we caught up with the other boaters having lunch near the Mahoenui Road Bridge.

"After lunch and a small wait for one of the party to realise that he was the only boat heading off downstream, the party headed upstream into crystal clear waters.

"We must surely be up in limestone country? The scenery changed with every turn (and there were plenty of those), rock formations, tricky little islands with bony shallow—this top end of the Awakino has got them all."

Constipated grill

It was here that our heroes noticed a decided lack of thrust from the jet unit and they concluded that something was caught in the grill. Efforts to free it with a screen rake failed. Ray continues: "We made further attempts and decided the only way was to beach her and have a real good look.

"Ted nosed her up on to a sandy strip—and then gunned her, but there didn't seem to be enough thrust to push us high and dry. Perhaps another burst would do the trick—but she slipped back and the water rushed over the transom.

"A quick bow rope around that tree and hang on! Cookie was trying to hold up the transom from his boat but the water was almost up to the back of the seats. You, the reader, may laugh at the extra gear some boaters carry, but boy!! we needed it all—axe, shovel, wire-strainer, hoist, and rope."

Fortunately, there was a road near by and it was decided the remaining boats would head downstream and come back by road to pick up the stranded party. The latter then proceeded to utilise the winch and wire-strainers. The story continues:

"Dennis and I shoved and heaved so that the transom slowly came out of the water. Dennis leapt in with a plastic bucket and soon had her bailed out. We drained the water out of the engine sump and sprayed CRC over everything and

stowed everything safely, and in case there was a fresh during the night tied her up fore and aft. It was now dark, so we headed up the road to wait for Cookie. Dennis and Ted had a go at starting a fire with some petrol from the boat, but Colin arrived before I could see how good they were as boy scouts.

On our way back to Awakino, Cookie told us of his troubles boating back. It seems he spun out on a tight turn, shot up to a sloping bank, and looked around to find one of his crew swimming for home. There is some talk of fitting seat belts to stop the crew deserting ship.

"On Sunday, a Land-rover and Land-cruiser full of keen types arrived to help 'Ole Tinarc' back on her trailer. Some of us helped to put her on her side to examine the jet shaft and impellor and there we saw the cause of our cavitation—a three-foot length of supplejack wound around the shaft and impellers. This was expertly removed by Ken Morris. Once the boat was set level, Reg Morris, Ken, and two batteries got the water out of the cylinders and the motor fired.

"Meanwhile the rest of us had located a suitable spot upstream with a gentle 10 ft grass slope from the road to the river. (The river had dropped overnight and I believe Ted and Reg had a pretty hairy trip to that selected spot.) With the aid of a boat roller, a long rope, a snatch block, a short tree, and the Land-rover as an anchor, the Toyota soon pulled the boat up on to the roadside and thence on to the trailer."

After all that, Ray notes that it was still one of the best day's boating he has ever had!

Readers will, I'm sure, be interested in the Taranaki version of a wild goose chase—jet boat style!

The game is to catch the goose when it surfaces, whilst speeding by in a jet boat. "Green Horn Pommie" comments:

"Ted and Dennis demonstrated their skill with a quick burst of speed and a flying snatch when the bird surfaced. The next goose put up a very determined battle. Boats were flying everywhere, but

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the goose kept on the move. John slowed it down a bit when he hit it over the head with a paddle. I finally caught it, and what a skinny, old bird it was! Roy said to wring its neck, but even when I thought it was the mother-in-law I could not succeed so I passed it to Noel to complete the operation. Noel then caught another to make it one to each boat."

Certainly sounds exciting, but I can't see the sport catching on!

Nelson/Marlborough

From the August edition of "Jetstream News" (an extremely well-presented newsletter) come the following extracts.

The first concerns the Queen's Birthday week-end Collingwood run.

"After a wee break for lunch we launched all eight boats and a run up the Aorere River began, the cheeky little Sniffy leading us all astray. At the Devil's Boots rapid, one boat decided not to go any further in case he ran out of fuel, but the rest continued as far as the Bainham Bridge. Both the boating and the scenery were excellent all the way although the water thinned out more as we progressed upstream. When the Bainham Bridge was reached everyone decided to return, except Sniffy and one supposedly intrepid Jet 20 pilot."

It was some time later before Sniffy returned alone with a replacement coil for a certain Jet 20.

"About four bottles of ale later, Sniffy duly returned with the Jet 20 in tow, and everyone advanced on the local refreshment establishment.

"After a late-ish rising on Sunday morning most of the boaters, accompanied by the local egg beater, took a run off-shore to see the oil rig anchored in the Bay. This was an easy run in a calm sea, with the egg beater losing to a Jet 32. While the keen boaters were investigating the rig, Sniffy, a Pinto, and the repaired Jet 20, went for a few laps around the bull-rushes in a nearby neighbourhood. At one stage Sniffy took up ornithology, and re-

quired considerable puffing, panting and towing, to extract himself from the pine tree under surveillance. One of the local farmers was also heard to comment somewhat colourfully of the mentality of anyone who would follow an irrigation ditch to within 50 yards of his cow shed, especially when he wasn't selling his cream!

"Everybody rose amazingly early on Monday morning, vacated the camping ground and headed for the Takaka River in the hopes of reaching Pupu Springs. The first three boats had no problems negotiating the rapids along the way and pulled up to wait for everyone else at the mouth of the Pupu stream.

"Because it was a one-way river, one boat went up to investigate the state of the water. He was back pretty smarly saying he needed a chainsaw as no progress was possible after the first half mile.

An accident put a damper to a good day when one boat travelling downstream into the sun ran foul of a submerged log and flipped over. Everyone was picked up unhurt by the following boats, however, and there were three boats, armed with a chainsaw, which succeeded in reaching the Pupu Springs. There they surprised some tourists by trying to sit on top of the springs, which proved to be almost impossible."

Appleby Run

After much rain made the Waimea River an appealing boating proposition five Nelson boats set out one Sunday morning for the river which was "running several feet above the normal flow.

"The first stretch to the bridge at Brightwater was completed with ease but soon after that, big dark patches became visible just below the surface. There was only one rapid worthy of note before the junction of the Lee River and the Wairoa River and all the boats passed this without any problems.

"At the junction two boats carried up the Lee negotiating one tight corner and carrying on until they reached the Lee Valley picnic grounds. When they re-

turned to the junction all agreed that a run up the Wai-iti River on the way back would round the day off. Everything went well until the touchy rapid came in sight, and here two boats struck trouble. The first sucked a screen full of shingle just above the rapid, and went down with no power. It was luckily, not damaged. The second was half way through when the unit jumped into neutral and only quick thinking saved the boat from damaging knocks.

"The run up the Wai-iti was very exciting with lots of shallows and narrow stretches of river to be negotiated. Some miles on the western side of Brightwater the water was becoming too shallow in the rapids for the loads the boats were carrying. We turned around and began the return run to the Waimea River, when disaster struck. A J32, after being pushed off a shingle bar, failed to start and the current of the swollen river forced it against the piles of the Brightwater Bridge, and up on its side until it filled with water and sank in about 6 ft of water.

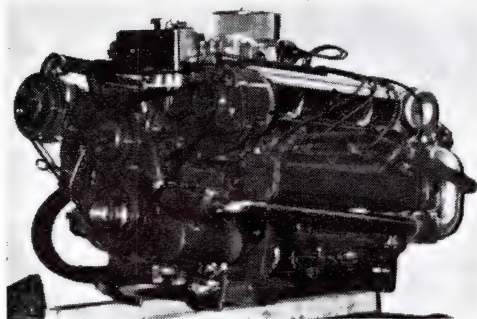
However, with the assistance of all present (and a four-wheel drive) it was dragged out of the hole, bucketed out and trailered. From there it was taken home and was running again that night."

Another run clearly made possible by the fine weather this winter perhaps?

Murchison Week-end

Contrary to expectations the Murchison area escaped rain the week before the rally and the Buller River was running at its lowest for some time. However, there were several miles of good boating, going from the launching site and beyond the Murchison golf links on the other side of town. Only two people dared the rapids downstream, and no boats attempted the run up to Maruia Falls this year. A competition day was held on the following Sunday and eight boats were launched. The events were rounded off with a slalom which had a moment of excitement when a competitor lost his steering and very

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quickly parked his boat up a stony beach.

Thumbing through the rest of Nelson/Marlborough's newsletter, I only wish the rest of our readers could see the reproduced photos and cartoons that make up this extremely well-prepared newsletter.

West Coast

Newsletter editor Bill Woolhouse is debating whether to call his newsletters "Boating in the West" or "Boating in the Wet!"

However, once again, the wet winter has enabled another ditch to be boated.

Bill comments:

"Paul Rennie and John Springer took a trip up the Poerua River, a small stream that leaves Lake Poerua and wanders through the countryside for about five miles before joining the Crooked River about two miles above Te Kinga. Paul and John boated to about half a mile above the Railway Bridge. This Bridge is about half a mile below Rotomanu Station (still with me). The run up was not too bad. Nearly all the journey was done with feet inside the boat. However, the run back was a little different. It involved a fair bit of walking behind the boat. Evidently, there were some tricky corners, and the odd log which it was not so easy to avoid coming downstream. I believe the Catchment Board want Paul to demolish some of the corners in Sawyers Creek next."

Trash?!

"I was down at the Cobden dump the other day (no, not with my boat) dumping a bit of trash, when in swoops a car with a boat and trailer behind. He backs up to the tip and stops. I'm curious, so I wander over for a look.

The boat was a Jet 32. It didn't look too bad. Still had seats in and a few gauges but the motor had gone. I thought I could see where the name had been, looked something like 'Nova'.

Anyway, I'm thinking if he leaves it here I will take it, because it would do someone a turn, but no, he gets out of his

car, opens the boot, takes out a couple of bags of rubbish, closes the boot and takes off. He must have had second thoughts!"

Gold Dredging

"During the July run on the Taramakau River five boats launched for a run up to Turiwhati. Low conditions in the river made it necessary to use the chute at the top end of the straight, above the gold dredge. This has a few good-sized rocks and also requires a sharp turn on the return journey if you want to avoid climbing the bluff.

"In normal flow there is another channel about a quarter mile back on the left. I hear the river has turned back through a patch of cut-over bush nearly opposite the Taramakau settlement. These stumps add a little more interest but were safely negotiated by all. (It's a wonder Paul Rennie didn't want to cut his way through with that big axe he carries in his boat.)"

I'm sure most of the Citizen Marathon contenders would agree the river was still low in September!

Grey River on a Grey Day

"On an overcast, but mild day, five boats ventured up the Grey River in very low conditions and had a good run to Ahaura where lunch was held.

"The Upper Grey was then tackled with one new boat ('Horse' or 'Colt', I think), sighting the Ikamatua Road Bridge. On the run down we were joined by a member of the National Executive (three hours behind schedule but still in time to render expert advice on a Mark II carby which I believe was going to be sold along with a battery!)"

Wellington and Hutt Valley

Wet weather in the last few months has given Wellington its share of problems. The ramp at Dead Arm has silted up and logs, glass, and pieces of tin are all evident

around the Arm. The branch hoped to organise a clean-up day to make the ramp functional once again.

It is indeed unfortunate that Wayne Gazley has been forced by the pressure of business to tender his resignation as position of chairman. However, Wayne is obviously not giving up his interest in branch activities as he advises he is prepared to assist in organising the odd event.

The Wellington Harbour Board is preparing a plan of proposals for the future development and protection of all activities in the harbour.

The branch committee is collecting ideas for harbour development and proposes to submit these to the harbour board. I'm sure other branches wish local bodies in their areas were as co-operative.

Waitaki

The Waitaki Catchment Commission has begun a study of the Lower Waitaki River tributaries, for the purpose of compiling a report on water resources and usage on the Waitaki River from Lake Waitaki to the sea.

This survey will establish the relationship between the tributary streams and the main river. Arising from this work, will be a water resources and usage report for the Lower Waitaki River.

The Waitaki River Preservation Committee has been invited to assist in the preparation of the report. It is interesting to note that local bodies are now communicating with the recently-formed Preservation Committee. Perhaps the creation of similar committees in other parts of the country would have similar effects. Often approaches to local bodies that are planning dams receive only a virtual rebuff.

The branch organised a bridge-to-bridge rally on the Waitaki River during September, but I have received no report as yet. Six events were planned—of which two were clearly going to be rather tricky. These were lunch (event three), bonfire, and prize giving (event six!).

An international scout jamboree is to be

held on the Lower Waitaki early next year. The local branch is intending to take the scouts out on the river, but because of the numbers of scouts involved the Waitaki branch has written to the Otago and Canterbury branches requesting the help of any interested boaters. This certainly sounds a worthwhile project for international public relations.

Otago

The "Alan Hughes Trophy", a hand-crafted sterling silver jet boat mounted on a Hamilton "J", and a three-tiered wooden base, has been presented to the branch. This trophy, which is to be competed for annually, is valued at about \$1250.

Labour Week-end

The branch was planning a father-and-children week-end based in the Lake Wanaka area. We trust it was successful and look forward to news of it.

1978 South Island Mini-Marathon

Plans to hold this event on the Waitaki have been upset by the high-density salmon fishing at that time of year (Saturday, March 4). Wanaka has been considered as an alternative. The committee is looking for assistance from any members who do not wish to compete.

Boat Registration (R.I.P.)

Most of us will have heard that the government scheme of boat registration has been dropped. However, I don't recall this news being in the magazine, so, no doubt, some members will be grateful to hear this.

Southland

No doubt stirred by the efforts of other branches, Southland now has a regular news bulletin in circulation. It is intended to be a twice-monthly production so we hope the organisers are able to keep it up.

There is no question in my mind that regular newsletters are one of the key factors in maintaining an active and enthusiastic branch membership.

Mataura Run

Sixteen boats enjoyed a tremendous day's boating on the Mataura. An effort to auction pieces of fibreglass from a blue Jet 32 failed to raise any bids when the last two boats still had not arrived home. Obviously, a full report will have to come later!

In July, 18 boats took part on a run on the Aparima and Purakino rivers, and 16 boats turned up for a run on the Waiau River the next weekend. There were no reported mishaps on the first run, but one boat was left behind on the return run down the Waiau, and retrieved later.

A quip from the Southland newsletter:

"During the recent run up the Waiau Tony Mulqueen was asked why his boat was high and dry on the rocks. His reply—'Because they were there!'"

Canterbury

Although the Citizen Marathon has dominated boating interest in Canterbury branch events have continued as usual.

Glasscraft Event

This was held as usual (from the motorway bridge to the Gorge Bridge on the Waimakiriri River) with fifteen entries. We congratulate Allan Bull on his success after all the effort he has put into this one event over the years. The river was in good condition to test boating skill and each competitor had to really navigate the conditions just to get to the Gorge Bridge let alone back down again. The most disappointing aspect of the event was the social in the evening. There is a lot of work involved and the committee felt rather deflated at the lack of support.

New Boaters' Evening

The Canterbury branch organises an evening of instruction for new boaters

each year. This has always been well received. The evening comprises lectures on boat maintenance, boat driving techniques, river navigation, and various other aspects of boating. The Canterbury branch's safety film was shown, followed by "Colorado Uprun". Other branches could well emulate such an evening.

Upper Rakaia-Wilberforce Run

Thirteen boats had an enjoyable run into the Wilberforce River in August. Conditions were rather low, but three boats managed to get about seven miles before it became impassable. The return run in the Rakaia caused a few anxious moments for drivers and crews of two boats. John Harrison had his moments when a stone jammed his steering and caused him to run out of river and Mick Brooks in his new Jet 44 had problems when his steering came adrift.

However, all managed to return O.K. even if a bit dented.

Skinny Water Day

Twenty-one boaters practised their skinny water skills around an interesting flagged course and some also practised their pushing skills! Everyone enjoyed the afternoon except one boater who diverted off course and caught a railway iron.

I consider this one of the best fun events that I have experienced and would have expected many more boats to have turned up. For those in other branches, the skinny water day is an event through, of course, shallow water, around a flag-marked course. Boats are given a set time in which to return. It combines the thrill of shallow water boating with that old age enemy—speed!

Lower Hurunui Run

Under cool September conditions 15 boats had a good day's boating up to the Balmoral Bridge and return, and down to the mouth and back. Four boats followed each other into a ponded side-stream on the return downstream, and became hard and fast. The moral is—"Don't follow others, but read the water for yourself!"

CALENDAR OF EVENTS

NOVEMBER 20 (Sunday):

Canterbury. Annual picnic at Lake Lyndon. Commences 11 a.m.

NOVEMBER 26 (Saturday):

North Island Rally. Central Districts.
Northern Districts. Competition day Lake Rotorua.

NOVEMBER 27 (Sunday):

Nelson/Marlborough. Competition day Havelock.

DECEMBER 2 (Friday):

Canterbury. Christmas Ball, Old Orchard, Port Hills Road, at 7.30 p.m. Price, \$21 double. Dress informal. Extensive menu. Tickets available from committee members.

DECEMBER 3 (Saturday):

West Coast. Irishman's Bay, Lake Brunner. Christmas picnic. Family day. Launch Moana 10 a.m. Organisers, Tony Ellen (743 Dobson) and Phil Smith (6388).

DECEMBER 4 (Sunday):

Canterbury. Lower Rakaia. Launch Rakaia Huts, Southbridge side, 10.30 a.m. Organiser, Erwin Sparks (Ph. 529-214).

DECEMBER 11 (Sunday):

Nelson/Marlborough. Christmas picnic. Pelorus Bridge.

DECEMBER 17 (Saturday):

Canterbury. Waimak picnic run to Willows. Launch Motorway Bridge, 10.30 a.m. Organiser, Richard Stothers (Rangiora 8686).

DECEMBER 26 (Monday):

Nelson/Marlborough. Camping at Ahaura etc.

DECEMBER:

Southland. Christmas party and picnic day at Te Anau one week-end.

JANUARY 1 (Sunday):

Canterbury. Upper Rakaia run. Launch Rakaia Gorge Bridge 11 a.m. Organiser, Barry Waterland (Ph. 389-413).

JANUARY 2 (Monday):

Northern Districts. Taupo competition day. Organiser, Ian Shallcrass (2014D Taupo).

JANUARY 14 (Saturday):

West Coast. Boating and fishing on Ahaura River. 10 a.m. Organiser, Barry Uddstrom. (Ph. 800).

Northern Districts. W. Dippie Trophy. Whakatane River. Organiser, R. Miller (Whakatane 5553).

"Jet Boating" will be
published again on 15 February.



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JANUARY 21/22 (Saturday/Sunday):

Central Districts. Camping week-end on Wanganui River.

Southland. Clutha River week-end away. Organisers, Bruce Blakie, Ray Hazlett.

Canterbury. Saturday, Lower Waiau run. Follow flags from Spotswood: 10.30 a.m. Organiser, Russell Standage (Ph. 598-305).

FEBRUARY 4, 5, 6 (Sat., Sun., Mon.):

Nelson/Marlborough. Lakes rally. Rotoiti. Contact Vaughan Workman.

FEBRUARY 12 (Sunday):

Southland. Lower Mataura. Launch at John Muir's 10 a.m.

Canterbury. Upper Waimakariri. Launch Waimak Gorge Bridge 10.30 a.m. Organiser, Laurie Payne (Ph. 35-129).

FEBRUARY 19 (Sunday):

Central Districts. Vinegar Hill barbecue.

(Continued on page 96)

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(Levy: \$1)

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(Levy: \$1)

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(Levy: \$1)

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(Levy: nil)

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(Levy: nil)

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(Levy: \$1)

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Ruth Hunt, 1/202 Riverlaw Tce, ChCh, 2. (Ph. 33-216).

Ian Stewart, Box 178, Oamaru. (Ph. 29190).

Stan Hansen, Box 5136, Dunedin.

Brian & Kay Paterson, Broadlands, Wendonside, 7 R.D.,
Gore. (Ph. 759 Waikaia).

Safety Officers:

Northern—Ron Miller	West Coast—Paul Rennie
Taranaki—Layton King	Cant.—Graham Raxworthy
Central—Gary Thomson	Otago—Derek Sprosen
Wgtn/H.V.—Wayne Gazley	Sthland—Norman Wilson
Nelson/M.—Clive Pegram	Waitaki—Bill Gilchrist

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NAMES:

(1)

(For children, list the dates at which they will reach the age of 18 years.)

(2)

(3)

SIGNATURE OF MEMBER NOMINATOR:

FEBRUARY 25 (Saturday):

Nelson/Marlborough. West Coast, Trowbridge Rally. Ahaura River.

Canterbury. Lower Waimak. Family day. Barbecues provided, bring own sausages. Launch Motorway Bridge 10.00 a.m. Organisers, Zane Findlay (527-291) and Erwin Sparks (529-214).

FEBRUARY 26 (Sunday):

Northern Districts. Learners' day. Whakatane River.

MARCH 4 (Saturday):

South Island Mini Marathon. (See Otago Branch notes, page 91).

MARCH 4, 5 (Saturday/Sunday):

Southland. Te Anau fishing trip. Launch time to be notified. Organisers, Roger Scott (Ph. 8516 Otautau) and Stewart Anderson (104 Thornbury).

MARCH 11 (Saturday):

Northern Districts. Competition Day. "Jet boater of the Year." Whakatane River.

MARCH 12 (Sunday):

Canterbury. Upper Hurunui run. Launch Balmoral Highway Bridge, 10.30 a.m. Organiser, Merv Cox (388-402).

MARCH 24/27 (Easter Week-end):

Canterbury/Westland. Week-end away on Big Waitaha River; Poerua, La Fontaine, Wanganui rivers; Whataroa, Waitangi Toara rivers; possibly Hokitika. Meet Hari Hari Hotel, Good Friday 1 p.m. Organisers T. Mitchenn (787 Hari Hari), Allan Cooper (850).

Southland. Week-end at Wanaka. Launch at Wanaka ramp, Saturday. Organisers, Peter Bowmar (Ph. 101 R. Balfour), Tom Hedley (Ph. 56 D. Lumsden).

APRIL 9 (Sunday):

Canterbury. Lower Rakaia. Launch Rakaia Huts, Southbridge side, 10.30 a.m. Organiser, Bevin Tulett (599-926).

APRIL 18 (Tuesday):

Canterbury. Annual General Meeting. Details later.

APRIL 21 (Friday):

West Coast. Annual General Meeting.

APRIL 22 (Saturday):

West Coast. Grey River run. Launch town ramp, 10 a.m. Organiser, Phil Smoth (Ph. 6399).

Canterbury. Bridge-to-Bridge speed event. Waimakariri. Entry forms, Ruth Hunt (Ph. 33-216).

APRIL 25 (Anzac Day, Tuesday):

Southland. Monowai. Fishing trip. Organisers, Arthur Wilson (Sth Hillend 672), Lyall Collie (Sth Hillend 775).

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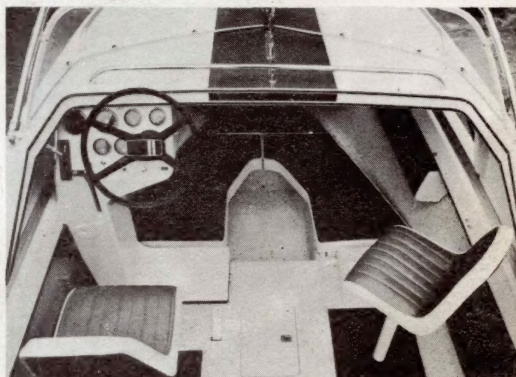
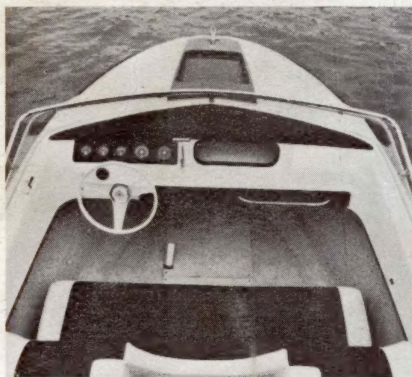
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